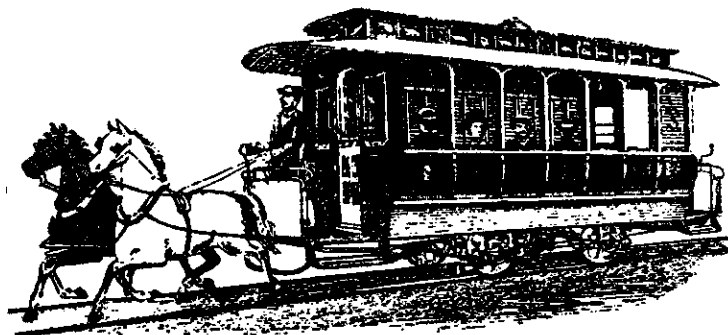


# THE FARE BOX

A Monthly News-Letter  
for Collectors of  
Transportation Tokens

Published by the  
American Vecturist  
Association



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VOLUME 7

JANUARY, 1953

NUMBER 1

Beginning with this issue, all numbers used in The Fare Box will be those of the new 1952 Edition of Atwood's Check List. I trust that members using numbers in advertisements will keep this in mind.

Some members may wonder at the inclusion of the Philippine Islands in the new list. Inasmuch as this country was for many years a U.S. Possession, the tokens issued during that period have as much right of inclusion in a U.S. list as those of any other possession, such as Guam or Porto Rico. It had been my intention to include only those tokens issued under the U.S. occupation. But in order to simplify things, it has been decided to list all Philippine tokens together--those of the Spanish possession as well as those of the Republic. This is in keeping with the tradition of the stamp collectors, for example, who still list Egypt among the British possessions for philatelic purposes.

This is the time of year when we should all be writing the Secretary and sending him our two-dollar 1953 dues. His address: Quincy A. Laflin - 1145 Argyle St. St. Paul 3, Minnesota. Please don't put it off any longer, as I am sure you don't want to miss any issues of The Fare Box. Now that the check list is behind us, I can see no reason why 1953 shouldn't be the biggest and best year in the hobby's history. After the breathing spell of this January issue, future issues of this news-letter can be as big as you desire.

Regarding issues of The Fare Box, we are now in need of articles for publication. Every subscriber is invited to submit an article about most anything that interests him, so long as it is germane to the hobby. Tell us how you acquired your favorite token, why you began the hobby, give us a history of your city's transit or of some old token. In the course of research for information about old tokens, it is not unlikely that you may run across some of the tokens themselves. It was in this manner, for example, that I acquired the three Cohoes, N.Y. tokens and three of the Waterford, N.Y., tokens. A little effort is often well rewarded. Doubtless there are still hundreds, perhaps thousands, of old valuable tokens waiting around to be discovered by some collector with ambition.

Looking back at 1952 in retrospect, I see that we had 116 pages in Volume 6, the largest so far. So for all its trials and troubles, it was a pretty good year. There is every reason to believe that Volume Seven will break every record--given a little help from the subscribers in the form of articles.

All check lists which had been purchased in advance were mailed from the post-office in Medford, Mass., on Tuesday, December 30, 1952. Work was completed on Sunday evening, but it was not until Tuesday that I could find anyone willing to haul me and the 105-odd check lists in his automobile over to a postoffice. Unfortunately this small office lacked a meter machine so it was necessary for your Editor to affix postage stamps to every package personally. I hope purchasers of the list will forgive my not using commemorative stamps, but under the circumstances I was not in the mood to affix any more postage stamps than was absolutely necessary and besides they didn't have any commemoratives at this particular office.

The lists were mailed in 9 by 12 inch heavy manila envelopes reinforced by scotch tape at the end opposite the flap, just in case. Given normal handling, it was reasonable to expect that they would arrive in satisfactory condition. Unfortunately, however, I understand a few of them were pretty badly damaged when they arrived at their destinations. This probably was the result of large heavy packages being thrown in on top of them.

Of course I shall immediately replace any lists which are not in usable condition. If yours was in bad condition when you received it, please return the list to me and I shall send another one, postpaid. Or if any pages of the list are damaged, dirty, or torn, please list the numbers and I shall replace them immediately. In the latter case, I shall appreciate five or ten cents toward payment of postage and cost of a large mailing envelope.

It has developed that many of the lists arrived with one or two blank pages. As was stated in the Introduction page, please list all missing pages and new ones will be sent promptly. If the offset is particularly bad, or if part of the page was below the edge of the paper, ask for replacements and they shall cheerfully be given. Again, postage will be appreciated.

Mr. Butler informs me that he and his wife, Anna, are progressing nicely with work on the Identifier list. I am sure that he will be finished in time for mailing out with the February issue. At the same time, in a large envelope, you will receive (1) the February Fare Box. (2) two pages (1 sheet) of Unidentified Tokens. (3) a new page for the Philippine Islands incorporating old listings with all new issues. (4) a new page for Guam. (5) three pages of new issues, listing all new issues and discoveries of 1952 which are not listed in the Check List. (6) a page or two of Errata (corrections) listing prices left out inadvertently, tokens now obsolete, etc. All stencils for (2) through (5) above have been cut, on a type-writer with the same kind of type as that used in the Check List itself. Mr. Max M. Schwartz intends to send me final corrections which will be added to those of Mr. Atwood and listed in order on special Errata pages. I shall also try to work out a title page for the check list, and any suggestions as to how to print this page will be welcomed.

I understand one or two collectors are wondering "Where is Canada?" Of course, this list was never intended to go beyond the U.S. & Possessions, and Canada will be among the foreign list, I suppose. If any collector feels the ambition to cut stencils and run them off for a Canada list, I am sure Mr. Atwood will send him the pages, and he will have all my sympathy.

Now that the new check lists are out, may I suggest that everyone get busy and prepare new want-lists, using the new numbers? Of course all the old want-lists are now obsolete, and this gives us all an opportunity to bring everything up to date.

If any collector has any questions whatsoever about this new list, I shall be happy to have him contact me. And, finally, I want to thank the many collectors who have expressed their satisfaction with the finished product. Your kind words have justified me in my faith that this project was needed, and would be appreciated.

## HISTORY OF THE TRAM IN BRISBANE, AUSTRALIA

By Emay L. Thompson, Jr.

On the 13th of August, 1885, the Brisbane Tramway Company inaugurated the first service with horse trams, which carried a seated load of 16, and a total passenger capacity of 28.

Electric trams were first introduced on June 21, 1897.

On December 31, 1922, this undertaking was acquired by the Brisbane Tramway Trust which continued until December 1, 1925, when it was placed under control of the Brisbane City Council. It has continued under the control of this local authority to the present time. In November, 1925, a small number of petrol buses were placed in service but two years later the tramway line was extended to the area served by these buses and so the buses were disposed of.

In the early months of 1948, the council took over the majority of the private bus services in the metropolitan area and replaced all of them with modern 42-seat diesel buses.

This department introduced trolleybuses to Brisbane on August 12, 1951. These are of the modern type, considered by most to be equal to anything in any part of the world.

At the present time, this department's rolling stock consists of the following vehicles: 429 trams (single unit, capacity 110 passengers). 193 buses. 11 Trolleybuses, with 19 more under construction.

Fares are threepence for the first section, twopence per section for each of the next two sections and a penny per section thereafter. The average distance of each section is one mile. Many concessions are available on these fares, such as Concession tickets, weekly tickets, and Sunday Excursion tickets. There have not been any tokens used in the history of the corporation.

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## GERMANY SUPPLIES TROLLEYBUSES TO ARGENTINA

(Heidelberg Abendpost July 30, 1952) Recently trolleybuses bound for Argentina were shipped from Bremen with the "Rio Parana." Ordinarily that would be of no importance but this shipment is the first one of an order of about 700 such vehicles. The Argentine government is the recipient. The buses are bound for Buenos Aires, where traffic has increased so much that these 700 vehicles have become a necessity. The order which was placed with producers in the Bundesrepublik amounts to twenty million dollars. Three hundred fifty of the vehicles will be produced by the firm of Daimler-Benz and 350 by Henschel & Mannesmann.

In Germany this type of bus is not frequently used. About 400 of them are in operation here. There are several reasons for this: partly it can be traced back to the development of the cities, which was different for German cities.

The vehicles bought by Argentina have room for 90 passengers. The motor is located in the front of the vehicle, and the highest speed attainable is 65 Km per hour. Air conditioning is an interesting factor, while heaters are unnecessary in Argentina. By means of one big and three small ventilators fresh air is blown into the vehicle 20 times per hour. A small ventilator is built into the dashboard and supports the driver with fresh air. The arrangement of the seats is interesting too, each one being provided with a window which can be opened.

- Emay L. Thompson, Jr.

For sale or trade - Ohio 505 F 10¢; 10 P 15¢; 10 Q 15¢; 10 N 15¢; 125 B 10¢; 125 L 10¢; W Va 140 A 10¢; W Va 140 C 10¢; Fla 380 H 10¢; Fla 880 B 10¢.  
M. B. McRobie - 1073 Pitkin Avenue - Akron 10, Ohio  
Do you want to trade tokens....ten at a time? You forward yours; I'll promptly send mine. (Just ordinary, garden varieties, for a collection that still has a long way to grow).  
Robert M. Ritterband - 6576 Colgate Avenue - Los Angeles 48, Calif.  
I have some of the Mo 870 A and will send one to anyone so desiring, for a self-addressed envelope and 10¢.  
Arthur D. Jordan, Jr. - 119 Manor Road - Akron 13, Ohio  
For trade - Following tokens I value at 50¢ apiece for tokens you value at 50¢ apiece--Conn 290 B, 290 J, 550 A, 560 C. Cuba 400 D. Ga 240 A. Md 60 S. Mass 550 E. Ohio 990 A. W Va 290 H.  
Morton H. Dawson - 285 Price Blvd. - West Hartford 10, Conn.

CHANGE OF ADDRESS

Arthur D. Jordan, Jr. - 119 Manor Road - Akron 13, Ohio  
Midwest Transportation Token & Ticket Club - Floyd O. Barnett, Secretary -  
6048 Stevens Ave. So. - Minneapolis 19, Minn.

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To the Executive Board Members of the American Vecturist Assn. (January 4, 1953):

Gentlemen:

It looks as if you will have to put up with me in an official capacity for another year. I certainly hope that we will not run into such difficulties in 1953 as were encountered in 1952. I again want to thank each of you for your prompt response to the many propositions submitted in 1952. I know that I can count on your help and support for 1953.

At this writing I have no official business which requires a vote by the Executive Board. All new applicants for membership and other business which requires a vote by the Board was brought up to date before the end of 1952. At a later date I will bring you the report of the treasurer and the editor of The Fare Box, covering the latter half of 1952. I will maintain the same policy as of 1952, all business of this association will be submitted to each of you for your vote. Mr. Coffee will remain as Editor of The Fare Box. He has done an excellent job and deserves the thanks of the entire organization, and he has a very able bunch of assistants. Later I will appoint a new auction committee. I will welcome any suggestions or advice any of you may have for improving this organization.

Mr. Max M. Schwartz, Chairman of the old check list committee, recently sent me a check to the amount of \$18.86 which represents twelve additional sales of the old check list, sold to new members at \$1.00 each plus a couple of others to dealers. The A.V.A. is very grateful to Mr. Schwartz for his work in disposing of these old copies. I forwarded the check to our treasurer for deposit to the A.V.A. account.

I believe this concludes all I have to say at this time. I sincerely hope that all of us may do less letter writing, and more collecting of our favorite hobby in 1953.

Fraternally yours,

EROY L. KIMMONS, President  
American Vecturist Association

ALABAMA

Tuscaloosa 800 (reported by Daniel DiMichael)  
TUSCALOOSA STREET RY. CO. TUSCALOOSA, ALA.  
F o WM 23 Sd Good For One Fare (horsecar) \$3.50

CALIFORNIA

Glendale 320 (R.C.A.)  
GLENDALE CITY LINES, INC.  
G Bz 16 G Good For One Fare .15

UNIDENTIFIED (reported by (33) Max M. Schwartz and (34) Daniel DiMichael)  
SUNRISE FERRIES, INC.

33. WM 23 St-sc Good For One Passage

34. B 25 Sd HEACOCK & BRANN  
One Fare 25 Cents

PHILIPPINE ISLANDS

Sapangbato 700 (reported by R.K. Frisbee)  
CLARK FIELD BUS LINE PCFL  
B Bz 16 Bar Good For One Fare 20¢ .25  
FILIPINO BUS CLARK FIELD PCFL  
C A 21 4 sq holes-sc 20 (incuse) .25  
D B 21 4 sq holes-sc 20 " .25  
E Bz 21 4 sq holes-sc 20 " .25

DENMARK

Odense 700 (reported by Basil Brandon (I) and MTT&TC-Barnett (J)).  
I WM 23 Sd ODENSE DAMPKJOKKEN  
1859 (crest)  
J B 20 Sd (FLEUR DE LIS) .20  
(same as obverse)

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MIDWEST GROUP HAS VISITOR

The Midwest Transportation Token & Ticket Club had a visitor to their locality in the person of Leonard Stock, AVA 96, who stopped on his way home after being discharged in California from the Army on the 20th of December. He arrived in the Twin Cities by auto in the morning of Sunday, January 4, and got situated in a St. Paul Hotel. He was later picked up by Mr. Metz of St. Paul, also an AVA member, and taken to the home of Bob & Anna Butler in Minneapolis, where he met ten of the 15 members of the MTT&TC, who had gathered for the occasion.

After spending Sunday afternoon, supper and the evening at Butler's, four of the group took Leonard with them when they went to Floyd Barnett's place, and the rest of the evening was spent at Barnett's where where Martha provided a late evening lunch. Mr. Stock was then taken back to St. Paul and delivered to the door of his hotel.

Monday was spent in St. Paul with Mr. Laflin who had some time off from his work, and Tuesday Mr. Metz helped Leonard pass the time of day. Wednesday Noon he had lunch with one of the Minneapolis group, and supper and evening were spent at Harold Chesney's home. Departure from the Twin Cities was on Thursday, by rail.

The Midwest group is happy that Mr. Stock stopped for a visit, and that they could help his collection with the relatively few tokens he was able to use from their dupes. They hope the remainder of the trip was a pleasant one, and now that he is home, that he will find much enjoyment in the hobby and his collection.

- 1861 - George Francis Train, an American engineer, built the first tramway in London, a short-lived line from Marble Arch to Notting Hill Gate.
- 1870 - Tramways Act, authorized the use of grooved rails, and the first regular horse tram service was introduced - Brixton to Kennington.
- 1876 - The Southall, Ealing and Shepherds Bush Tramway Co. commenced operation with horsecars.
- 1879 - Croydon Tramways Company commenced operation. (horsecars)
- 1881 - North London Suburban Tramways (steam) opened Stamford Hill - Edmonton.
- 1884 - Highgate Hill tramway opened, cable operated.
- 1885 - North Metropolitan Tramways Co. experimented with a battery operated electric car, on the Barking Road.
- 1892 - Kennington - Brixton tramway service converted to cable operation.
- 1894 - Steam trams tried at Greenwich and Croydon.
- 1895 - London County Council purchased the London Street Tramways Co. but permitted the company to continue operation.
- 1901 - First electric trams introduced by London United Tramways Co. followed by East Ham Corporation and by Croydon Corporation.
- 1903 - London County Council electrified its first route (Westminster-Tooting). This was the first conduit operated line in London. Electric tramways opened at Ilford, at Barking and at Bexley (overhead).
- 1904 - West Ham Corporation electrified the horse tram lines which it had acquired from the North Metropolitan Company and opened some new lines. Metropolitan Tramways electrified. (The greater part of the Metropolitan system was leased from the County Councils of Middlesex and Hertford.)
- 1905 - Electric tramways constructed at Walthamstow and Erith.
- 1906 - Kingsway Subway opened by L.C.C. tramways - single deck cars (at first Bloomsbury to Aldwych only). South Metropolitan Electric Tramways and Dartford U.D.C. tramways opened. Leyton U.D.C. tramways electrified.
- 1907 - L.C.C. experimented with surface contact current collection (in approach to Bow Depot). Through running between Croydon and South Metropolitan Tramways instituted (West Croydon to Fenge and Crystal Palace).
- 1908 - Charlton Overhaul Works opened by L.C.C. Tramways.
- 1909 - Experimental trolleybus tried by Metropolitan Tramways (in yard adjoining Hendon Depot).
- 1910 - Highgate Hill Tramway electrified by L.C.C. Commencement of through tram service Aldgate to Ilford. (Worked jointly by L.C.C., West Ham and East Ham).
- 1912 - Commencement of through tram service from Aldgate to Barking (worked jointly by L.C.C., West Ham, East Ham, and for a short while Barking U.D.C.)
- 1913 - Route numbers introduced simultaneously by L.C.C. and West Ham Corporation Tramways. Trailer cars introduced on certain L.C.C. South London routes. Underground Railway Co. gained control of Metropolitan, South Metropolitan and London United Tramways companies. Through running established between a number of L.C.C. and Metropolitan tram routes.
- 1915 - Last horse trams in London withdrawn (L.C.C. Tower Bridge - Rotherhithe)
- 1917 - Dartford Tramways Depot and all cars destroyed by fire. (System subsequently worked by Bexley U.D.C. using second-hand L.C.C. cars).
- 1921 - L.C.C. discontinued use of trailer cars.
- 1924 - Twickenham - Richmond tram route abandoned by London United Company.
- 1926 - Cars with cushioned seats introduced by West Ham Corporation.
- 1931 - London United converted routes in the Kingston area to trolleybus operation, using 60 vehicles.
- 1935-36 - Commencement of replacement of tram routes by 70-seat trolleybuses.
- 1941 - Eight-foot-wide trolleybuses (built for South Africa) in service in Ilford area.
- 1950 - Commencement of replacement of tram routes in South London by oil engined buses. Being followed by conversions in other districts at three monthly intervals, to be completed by October, 1952.

- Emzy L. Thompson, Jr.

Check List of Foreign Transportation TokensBy Roland C. Atwood

## S W E D E N

## Stockholm 800 (continued)

LA o B 40 Tr-sc	Stockholms Transport & Bogserings A.B.E.M.V. (blank)	1.00
LB o WM Ov 60-sc	Stockholms Angslups Aktie Bolag 60 Ore (sc) Passagerare-Polett Sv.Ol.Morell & Co. Stockholm	.60
LC o WM Pe 65-sc	Stockholms Angslups Aktie Bolag Passagerare-Polett Sv.Ol.Morell & Co. Stockholm	.60
LD o K Ob 75-sc	Stockholms Angslups Aktie Bolag Ore 75 Ore Passagerare-Polett Sv.Ol.Morell & Co. Stockholm	.75
LE o K 23 90-sc	Stockholms Angslups Aktie Bolag Passagerare-Polett Eric Cumelius	.75
LF o B 20 St-sc	Stockholms Angslups Aktie Bolag Passagerare-Polett Eric Cumelius	.50
LG o B 20 Sd	Stockholms Angslups Aktie Bolag Rantmastaretrappan Allm. Grand Rabatt-Polett	.50
LH o B Sh Sd	Stockholms Angslups Aktie Bolag Passagerare Polett Ofvergang Till & Fran Malare Ringlinien Ore 5 Ore	1.50
LI o WM Hx Sd	Carl XII Torg-Stadsgarden 10 Ore (engine) C.C.S. & Co.	.50
LJ o B 22 Sd	Carl XII Torg-Stadsgarden 10 Ore Passagerare Polett Eric Cumelius Stockholm	.50
LK o WM Ov Tr-sc	Stockholms Angslups Aktie Bolag Ore Ore 3 Sv.Ol. Morell & Co. Stockholm	.20

## Sundsvall 850

A o B Ob Sd	Alno/100 (blank)	1.00
B o B Ob Sd	Alno/80 (blank)	1.00
C o B Ob Sd	Alno/75 (blank)	1.00
D o B Ob Sd	Alno/70 (blank)	1.00
E o B Ob Sd	Alno/60 (blank)	1.00
F o B Ob Sd	Alno/50 (blank)	1.00
G o B Ob Sd	Alno/45 (blank)	1.00
H o B Ob Sd	Alno/40 (blank)	1.00
I o B Ob Sd	Alno/35 (blank)	1.00
J o B Ob Sd	Alno/30 (blank)	1.00
K o B Ob Sd	Alno/25 (blank)	1.00
L o B Ob Sd	Alno/20 (blank)	1.00
M o B Ob Sd	Alno/15 (blank)	1.00
N o B Ob Sd	Alno/10 (blank)	1.00
O o B Ob Sd	Carlholm/60 (blank)	1.00
P o B Ob Sd	Carlholm/50 (blank)	1.00

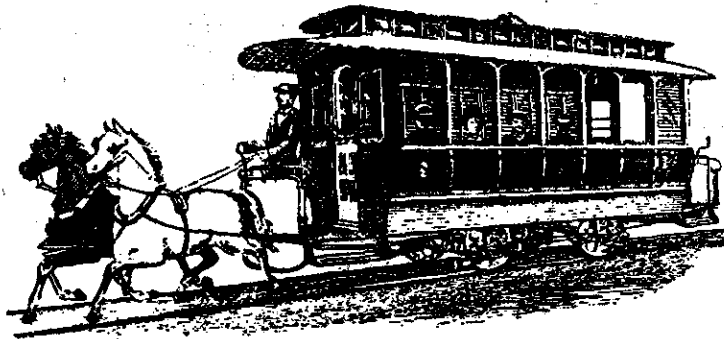
Sundsvall 850	(continued)		
Q o B Ob Sd	Carlholm/40		\$1.00
	(blank)		
R o B Ob Sd	Carlholm/35		1.00
	(blank)		
S o B Ob Sd	Carlholm/30		1.00
	(blank)		
T o B Ob Sd	Carlholm/25		1.00
	(blank)		
U o B Ob Sd	Carlholm/20		1.00
	(blank)		
V o B Ob Sd	Carlholm/15		1.00
	(blank)		
W o B Ob Sd	Carlholm/10		1.00
	(blank)		
X o B Ob Sd	E & A 12 (Kubikenborg Line)		1.50
	(blank)		
Y o B 28 Sd	E & A 10		1.50
	(blank)		
Z o B Oo Sd	Ljungan 50 Ore		2.50
	(blank)		
AA o B 28 Sd	Ljungan 40 Ore		2.00
	(blank)		
AB o B Sq Sd	Ljungan 30 Ore		2.00
	(blank)		
AC o B Ob Sd	Ljungan 25 Ore		2.00
	(blank)		
AD o B Ob Sd	Ljungan 20 Ore		2.00
	(blank)		
AE o B Ob Sd	Ljungan 15 Ore		2.00
	(blank)		
AF o B Ov Sd	Ljungan 10 Ore		2.00
	(blank)		
AG o B 30 Sd	Alnosundets Angbats Aktiebolag 60 Ore (1875)		2.50
	C.C. Sporrang & Co. (in oval) Stockholm		
AH o B Sq Sd	Alnosundets Angbats Aktiebolag 50 Ore		2.00
	C.C. Sporrang & Co. (in oval) Stockholm		
AI o B 30 Sd	Alnosundets Angbats Aktiebolag 40 Ore		2.00
	C.C. Sporrang & Co. (in oval) Stockholm		
AJ o B Ob Sd	Alnosundets Angbats Aktiebolag 35 Ore		2.00
	C.C. Sporrang & Co. (in oval) Stockholm		
AK o B Ov Sd	Alnosundets Angbats Aktiebolag 30 Ore		2.00
	C.C. Sporrang & Co. (in oval) Stockholm		
AL o B Ov Sd	Angaren Nas 50 Ore		2.00
	C.C. Sporrang & Co. (in oval) Stockholm		
AM o B Ov Sd	Angaren Nas 40 Ore		2.00
	C.C. Sporrang & Co. (in oval) Stockholm		
AN o B Ov Sd	Angaren Nas 35 Ore		2.00
	C.C. Sporrang & Co. (in oval) Stockholm		
AO o B Ov Sd	Angaren Nas 30 Ore		2.00
	C.C. Sporrang & Co. (in oval) Stockholm		
AP o B Ov Sd	Angaren Nas 25 Ore		2.00
	C.C. Sporrang & Co. (in oval) Stockholm		
AQ o B Ov Sd	Angaren Nas 20 Ore		2.00
	C.C. Sporrang & Co. (in oval) Stockholm		
AR o B Ov Sd	Angaren Nas 15 Ore		2.00
	C.C. Sporrang & Co. (in oval) Stockholm		
AS o B Ov Sd	Angaren Nas 10 Ore		2.00
	C.C. Sporrang & Co. (in oval) Stockholm		
AT o B Ov Sd	Angaren Nas 5 Ore		2.00
	C.C. Sporrang & Co. (in oval) Stockholm		
AU o B 29 Sd	Selanger 30 Ore (1884)		2.00
	C.C. Sporrang & Co. (in oval) Stockholm		



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VOLUME 7

FEBRUARY, 1953

NUMBER 2

As many of you are by now aware, our electric mimeograph machine broke down a few days ago and had to be taken to the shop for repairs. This is the reason for the late arrival of this issue of The Fare Box and the supplementary material for the Check List. I deeply regret the delay, but 'twas beyond my control.

Leonard J. Stock, recently returned from Korea, has asked me to convey his deep appreciation for the wonderful reception he received everywhere on his trip across the country. He wants me particularly to mention the members of the Seattle Transportation Token Club and the Midwest Transportation Token & Ticket Club, and collectors in San Francisco, Akron, West Hartford, and New York. Leonard is especially grateful for the help he was given in securing more tokens for his collection. And the Editor joins Mr. Stock in expressing appreciation for the inspiring manner in which collectors are ever eager to turn out to greet one of their fellow vecturists. Say what you will about other hobbies, I've never seen one where there is such a close bond of friendship and generosity existing among the hobbyists as there is among fare token collectors.

I would like especially to call readers' attention to two items within this issue. First of all we have the first half of an excellent article by Past President Max M. Schwartz on American transit history. This article was originally read as a paper before the Maryland Numismatic Society on February 28, 1952. Of particular interest in the article is the new light thrown on the "100 Street" token. I imagine its true nature will surprise not a few of you. Certainly is amazing some of the strange things that are called transportation tokens! The other item inside of especial interest is Mr. Ritterband's ad offering "Please Hand Stamp" rubber stamps to collectors for only a dollar each. This is a virtual necessity to every collector and I strongly urge everyone to take advantage of this offer, if you do not now have such a stamp.

I recently came across an interesting fact which, although obvious, never occurred to me. The safest form of mass public transportation in the world--and the mode which moves more people than any other--is the elevator!

Mr. Laflin asks me to remind A.V.A. members to send in 1953 dues (\$2.00) immediately if you haven't yet done so. No more issues of The Fare Box if your dues aren't in by the first of March.

(10 Feb 53)

COMMENTS ON THE NEW CHECK LIST

- By Frank C. Greene, A.V.A. Past President -

Both the committee which compiled the new list and Mr. Coffee, the publisher, are to be congratulated on a fine piece of work. It is free from the typographical errors which plague a work of this type and all the pages in the four copies purchased by the writer are clear and clean.

There are several tokens which should be investigated further before another list is issued. The writer obtained Ky 10 E from the Paducah Traction Co., along with Ky 680 C and D several years ago, with the explanation that "A" (Ky 10 E) meant "adult". Ky 680 C has an "S" for "school" and D an "H" for "half". The use of the name "Kentucky Utilities" in Paducah is further strengthened by the addition of KY 680 G-K to the Paducah list.

Hastings, Nebraska, 440 C D and E are listed as "Pc", and nearly all known examples, including those in the writer's collection, are pierced. But as a cold hard fact, these "pc" examples are mutilated, having been bored privately to string on a steel rod to make a cane--a fact candidly explained at the time of the discovery of the cane.

Topeka, Kansas 940 C was first struck from a die in which the "T" was in a larger ring than the later die. The "large ring" type has the solid and hollow diamonds on reverse. Then an entirely new die was made with the "T" in a smaller ring. From this a WM, 2, and B (silver-plated), were struck. The writer believes the latter WM deserves recognition.

Shortly after Pa 440 E was discovered, someone, probably the late Ray Cooper, informed the writer that A & Y Co. stands for Adams & York County, and should be attributed to York, rather than Hanover. However, Hanover is almost on the line between the two counties mentioned.

A token identical with Mich 930 A was received from Mt. Vernon (Illinois) Transit Lines and possibly is in use in both places.

Midland, Michigan 635 A is probably magnesium rather than aluminum. (Fare Box Editor's note: I believe this token is made of "Dow metal" which is a new kind of metal invented by the Dow Chemical Company.)

The late B. Morganthau sent the writer WM 19 Sd United Traction Company/Good For One Fare and attributed it to Albany, N.Y. If any member has information on this, please send it to Mr. Atwood.

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REPORT FROM EUROPE

By Enzy L. Thompson

My new address is 7797 Sig Sv. Co. A.P.O. 757 c/o Postmaster, New York, N.Y. I am located in Hannau, Germany, 15 miles east of Frankfurt am Main. Hannau has sixteen buses for city bus (Hennauer Strassenbahn) of which six are 1927 long nose Mercedes buses and the rest are 1952 Mercedes and Opel Deisels. The buses are cream and white. The fares are not known at present as I have only been here for a week.

I have discovered that tokens were used on a nearby cable railroad "good for return fare" ("gut fur zuruck fahrt") which was abandoned in 1917. I saw one which I am trying to talk the man out of. It is solid, stamped on one side made of aluminum or some other light metal, size of a half dollar. Inscription is same as the German wording above plus "... Zug". The word before "Zug" is faded out. Zug means railroad.

## A BRIEF HISTORY OF TRANSIT FACILITIES IN THE U.S.A.

By Max M. Schwartz

The progress that man has made through the ages bears a direct relationship to his means of transportation from one place to another. As he successively learned to use the animal, boat, and wheel, for this purpose, man developed from savagery to civilization.

Up to about 1825, man's ability to move freely and rapidly from one part of a city to another was extremely limited, except for those few who could afford private vehicles. As a result, cities were necessarily confined to relatively small areas. Only about 125 years ago did men first conceive and later develop the vehicles which permitted transporting great numbers of them, and this evolution, in my opinion, is the greatest single factor for the spread of municipalities to their present vast areas. I shall attempt briefly to give you some of the highlights of this development in the United States.

In 1825, New York City, which was already the metropolis of the United States of America, had a population of about 200,000. It had no paid police force or fire department, no street lights, no running water, nor many other public facilities which we now take for granted. Nor was there any way for its residents to go from one part of the city to another, except by horseback, horse and carriage, or on foot. In these respects it was typical of all the other cities at that time.

In that year--1825--there was instituted in New York City by one Abraham Brower the first local transportation service in the United States. The vehicle used for this purpose was called "Accommodation," and consisted of an enlarged model of the stagecoach then current. A horse supplied the motive power, and pulled the vehicle up and down the rough cobblestones of lower Broadway. The fare was one shilling, regardless of the distance ridden by the passenger. Within two years Brower introduced in New York a second vehicle, which he called the "Sociable." This one had seats running lengthwise and was capable of holding sixteen passengers. A similar service was started in Boston in 1827.

In 1831 Brower changed over to a vehicle which came to be called an omnibus, similar in shape to those which had been successfully used in Paris since about 1825. This was a great improvement in design and construction over those previously used, and proved so popular that by 1835 there were more than 100 of them operating in New York.

Several systems using omnibuses came into being in Baltimore after 1844. Fortunately for us, a number of them used tokens, and these are extant for the following lines: Accommodation Line (undoubtedly named after the first vehicle used in New York City); B. F. Z. & Co. Citizens Line; Peoples Line J. Mitchell; A Yinger Ellicotts Mills; Zimmerman's Citizens Line; and Granniss & Taylor. In connection with one of these tokens, that of J. Mitchell, there is an interesting sidelight to which I desire to call attention. A number of questionable items have crept into the Check List down through the years and successive compilers, and the collecting fraternity has been attempting to ascertain the true facts about some of these items. For a number of years a token has been listed under New York City which is described as having been issued by People's Omnibus Line and is supposedly made of German silver, oval in shape, and solid in design. No one having seen this token, we have been unable to describe the reverse. Both Mr. Kenworthy and Mr. Dunn have passed away, and the collecting fraternity has been unable to determine how this item became an entry in New York City, especially since the records are silent as to the existence of such an omnibus line in that place. Recently a possible solution of this vexatious problem has come to light. In the issue of the Numismatist for December, 1951, beginning at page 1291, there was reprinted from the April, 1915, issue, "A Plea for American Token Collecting," a paper read by Thomas L. Elder, before the New York Numismatic Club. In it, the late Mr. Elder briefly described a great number of tokens which he exhibited at that meeting. Most of these, but not all, had their provenance in New York City. Included in this list were tokens of "People's Omnibus Line. German silver, oval," and

(12 Feb 53)

"100 Street Line," with a notation after the latter to the following effect "(there is a question as to just what use this token was put)."

As my solution to this problem, I suggest the following: that Mr. Elder had actually exhibited a token originating in Baltimore of the Peoples Line J. Mitchell which depicted on the reverse an omnibus, and in describing this token had paraphrased it to read "People's Omnibus Line." You will note that the J. Mitchell token in metal and appearance is exactly like the one described in Mr. Elder's article. The then author of the check list, not being favored with the opportunity of examining the token, surmised, incorrectly, that it originated in New York.

A similar troublesome situation existed with respect to the token described in Mr. Elder's article as "100 Street Line," which was assumed, incorrectly, to be that of a transportation company of New York City. I now have a rubbing of this token, and you can see that the actual legend is "100 Street." The token from which this rubbing was made had a loop, probably for use in a ring clasp. When the present author, Mr. Atwood, was advised by me that Dr. Wright in 1902 had referred to this particular token as being the store card of admit card of a Maison de Jole, the entry was deleted from the list of New York City ventures.

The omnibus enjoyed great success for many years in various cities of this country, but almost immediately after it came into being the fertile minds of our ancestors attempted to remove the inherent defects of this conveyance. In 1832 there was inaugurated in New York City the world's first street railway route running along Fourth Avenue between Prince and Fourteenth Street, a distance of about one mile. The vehicle used was specially built for the purpose and was able to hold thirty passengers. It was still moved by animal power, but instead of a slow rough ride on wooden wheels over cobblestones, it ran faster and smoother on iron wheels over iron rails.

Although the horsecar proved an immediate success in New York, it was not until about 1850 that a second line was built, this time in New Orleans. By 1860 similar horsecar lines were in use in Baltimore, Boston, Philadelphia, Cincinnati, Pittsburgh, Chicago, and Brooklyn, which was then a separate city. These systems proved to be the foundation that firmly established transit operation as an industry, which by 1950 provided seventeen billion passengers with their principal form of public transportation in most cities of the nation. The horsecar reached its peak in the 1880's, when more than 100,000 horses and mules were used as motive power on about 18,000 horsecars operating on about 3,000 miles of track. However, competition from newer methods of public transportation changed the picture during the 1890's, when a steady drop in horsecar use took place, and by 1900 it had almost vanished from the streets of the nation. It was my fortune in my youth to live on one of the streets in lower New York traversed by a horsecar line, and I definitely remember that it operated until about 1910.

Another milestone in transit operation had, in the meantime, been erected in San Francisco in 1873 with the birth of the cable car. The idea had been conceived of having a stationary steam engine operate on an endless wire rope in a conduit beneath the street pavement. The car would be moved by means of a gripping device which extended from the car downward through a slot in the pavement. The clamp was made to seize or let go of the cable, which was moving continuously on rollers through the underground conduit.

The cable car proved to be successful in San Francisco and was followed by similar systems in Chicago, Philadelphia, New York, St. Louis, Baltimore, Oakland, Denver, Washington, Kansas City, Cleveland, Providence, Seattle, and Tacoma. With one exception, all of these have long since ceased operation. The only cable cars still running are in San Francisco, and I had the pleasure of riding on one of them during the summer of 1950.

(to be concluded in next issue)

(13 Feb 53)

Supplement to Atwood's Check List, 1952 Edition

By Roland C. Atwood

ARKANSAS

Helena 405 (reported by Max M. Schwartz)

THE INTERURBAN RAILWAY CO. HELENA, ARK.

A o B 21 Sd Good For One Ride \$3.50

MINNESOTA

Rochester 720 (reported by MTT&TC - Chesney)

ROCHESTER BUS LINE, INC. (BUS)

A WM 23 Ball Good For One Adult Fare (bus) .10

MONTANA

Bozeman 100 (reported by Leonard J. Stock)

CITY BUS LINE MONTANA (BUS)

A WM 16 Ball Good For One Fare (bus) (2 cut-outs) .15

NEW YORK

New York City (Brooklyn) 629 (R.C.A.)

BROOKLYN AND QUEENS TRANSIT CORPORATION TRANSFER TOKEN

K WM 22 Sd Issued In Exchange For Transfer (gun-metal plated) .25

Plattsburgh 735 (reported by Kenneth Smith)

PLATTSBURG TRANSIT CO. INC.

G WM 16 P Good For One Fare .10

WISCONSIN

Stevens Point 850 (reported by MTT&TC - Butler)

CITY BUS LINES (BUS)

A Bz 16 Bar Good For One Fare (bus) .10

CANADA - ONTARIO

Norman 540 (reported by Ivan B. Cline)

STEAMER PHANTOM NORMAN

A o A 26 Sd (blank) 3.00

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INTRODUCING MR. FRANK W. GUERNSEY

I was born in Portland, Oregon, in September of 1923. For many years I was interested in locomotives and took photos of all I could get. I had nearly all of some of the big roads. Now, however, I find a hobby I like much better--collecting tokens. For over eleven years I didn't have more than ten in my collection. Then in 1950 I joined the A.V.A. and now have 2,860 different listings by the new check list, no two of a kind. I have a great deal of fun with this hobby which I have found extremely interesting. Having just married last August, and now with our own home out on S.E. 70th, we are all settled and have more time for the hobby in the evenings. Even the wife thinks it's an interesting hobby. The token I like best is S.D. 260 B, and the first one I ever got was Idaho 440 A--never did know where it was from till I joined the club.

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SEATTLE TO HOLD AUCTION APRIL 10

The Seattle Transportation Token Club (address: 609 Peoples Building - Seattle 1, Washington) will hold another of its regular mail auctions on the 10th of April. Anyone may submit lots for this auction, and minimum acceptable bids may be listed for each lot if desired. Lots should be mailed immediately--no later than March 10. Only STTC members may bid in the auction, and the list will be mailed to all STTC members. In this regard, the STTC requests all members to be sure to send in their 1953 dues of \$1.00 if they haven't yet done so. There are expected to be some good lots in this auction, so don't be left out by forgetting about your dues.

For sale or trade, the following tokens: Ill 690 D - 10¢; Ill 690 C - 10¢; Ky 150 D - 10¢; Conn 290 G - 10¢; Dela 900 E - 10¢; Calif 450 C - 10¢; Calif 450 G - 10¢; Calif 450 H - 10¢; Md 60 AA - 20¢; please send stamped envelope.

M. B. McRobie - 1073 Pitkin Avenue - Akron 10, Ohio

For "small collectors" only. Have 65 common duplicates for sale or trade--10¢ tokens at 3 for 25¢; 15¢ tokens at 2 for 25¢. List furnished on request.

William E. Eisenberg - 2717 West Carson St. - Pittsburgh 4, Pa.

Wanted - several 16mm tokens from the states of Mississippi and Nevada.

Pat Maffeo - 145 Kimberly Ave. - New Haven, Conn.

Rubber stamps "Metal Tokens Please Hand Stamp" for sale at \$1.00 each, postpaid. These are two-line, 3-inch, mounted rubber stamps. Every collector needs one.

Robert M. Ritterband - 6576 Colgate Avenue - Los Angeles 48, Calif.

For sale or trade at new catalog prices: NC 30 A B, 290 A B C, 440 A B C, 670 A; Texas 255 D F, 565 A C, 940 A B, 145 A; Arkansas 435 J, 885 A, 360 B, 285 A, 720 A; Wisc 300 A B, 40 B, 410 F; Okla 330 D E, 860 A B C F H O, 800 A B C D E, 770 A, 570 A, 320 A, 10 A; SD 10 A B C D F G; NM 430 A; Minn 820 B C D, 245 A, 760 G, 540 X; NJ 30 A, 885 A; Ga 50 A, 240 A; Ala 220 A B C G H I; Mich 530 H; Ohio 535 D; Kans 600 A.

Kenneth & Eleanor Smith - 1212 West 92nd St. - Los Angeles 44, Calif.

For trade - Iowa 150 C, Cedar River Bridge Co. 1867, Pass One Footman (thin var.) bridge token.

Harold Ford, Jr. - P.O. Box 211 - Wadsworth, Kansas

For sale - four Swedish tokens at catalog prices. 800 AB \$1.50; 800 AE \$1.00; 800 AJ \$1.25; 800 EM \$1.50. Only one of each.

Morton H. Dawson - 285 Price Blvd. - West Hartford 10, Conn.

#### CHANGE OF ADDRESS

R. D. McBain (GM 3) - USS LST 1157 c/o FPO - New York, N.Y.

Emzy L. Thompson - 7797 Sig Sv Co. A.P.O. 757 c/o Postmaster - New York, N.Y.

Walter W. Underwood - Shook, Missouri

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#### A MESSAGE FROM THE SECRETARY

Now that I have retained the post of Secretary of the AVA for another year I wish to express my appreciation to all those who have wished me good luck and have given me the feeling that I have executed my post to the best of my ability during the past year. I shall try to do even better this year with the cooperation of my faithful followers and may the AVA grow as it has in the past year.

I would like to solicit the members really to get out and secure many new members in order that our association will grow and prosper. I shall be glad to furnish application blanks to anyone desiring them, and shall do my part in seeing that any man with a good character and bearing the wish to delve into the token hobby has a chance to become one of us. I want to thank all the regular members for sending in their dues so promptly upon request. I was quite swamped for a week or so and I was a little late in getting out some of the cards but I hope all will be taken care of by the time this issue comes out. I also had to have more cards made up which did not come up to my expectation but which will have to do for the time or until a new plate of a better design is made up. Hoping that I will have more time this year in answering my personal mail to each of you, and that you all get out & secure those tokens proper that are needed to fulfill the wishes of the newer collectors as well as the older collectors who are nearing the point of stagnation. They are lying around somewhere so let's all get out and get them into circulation.

I think we are all proud of our new check list by now and have our collections in order or nearly so. I feel that John has done a fine job so let's get out and show our appreciation for his extensive labors during the past year to make it a reality, What say? Other members donating time, information, etc., are also well deserving a vote of appreciation by all of us so let's give it, eh?

Sincerely,

QUINCY A. LAFLIN, Secretary

Check List of Foreign Transportation TokensBy Roland C. Atwood

## S W E D E N

Sundsvall 850 (continued)

AV o B 29 Sd	Selanger 25 Ore (1884)	\$1.50
	C.C. Sporrang & Co. (in oval) Stockholm	
AW o B Oc Sd	Selanger 20 Ore	1.50
	C.C. Sporrang & Co. (in oval) Stockholm	
AX o B Sq Sd	Selanger 15 Ore	1.50
	C.C. Sporrang & Co. (in oval) Stockholm	
AY o B Ob Sd	Selanger 10 Ore	1.50
	C.C. Sporrang & Co. (in oval) Stockholm	
AZ o B Ov Sd	Selanger 5 Ore	1.50
	C.C. Sporrang & Co. (in oval) Stockholm	
BA o B Sc Sd	Angaren Skon 75 Ore	1.50
	C.C. Sporrang & Co. (in oval) Stockholm	
BB o B Sc Sd	Angaren Skon 70 Ore	1.50
	C.C. Sporrang & Co. (in oval) Stockholm	
BC o B Sc Sd	Angaren Skon 65 Ore	1.50
	C.C. Sporrang & Co. (in oval) Stockholm	
BD o B Sc Sd	Angaren Skon 60 Ore	1.50
	C.C. Sporrang & Co. (in oval) Stockholm	
BE o B Sc Sd	Angaren Skon 55 Ore	1.50
	C.C. Sporrang & Co. (in oval) Stockholm	
BF o B Sc Sd	Angaren Skon 50 Ore	1.50
	C.C. Sporrang & Co. (in oval) Stockholm	
BG o B Sc Sd	Angaren Skon 45 Ore	1.50
	C.C. Sporrang & Co. (in oval) Stockholm	
BH o B Sc Sd	Angaren Skon 35 Ore	1.50
	C.C. Sporrang & Co. (in oval) Stockholm	
BI o B Sc Sd	Angaren Skon 30 Ore	1.50
	C.C. Sporrang & Co. (in oval) Stockholm	
BJ o B Sc Sd	Angaren Skon 20 Ore	1.50
	C.C. Sporrang & Co. (in oval) Stockholm	
BK o B Sc Sd	Angaren Skon 10 Ore	1.50
	C.C. Sporrang & Co. (in oval) Stockholm	
BL o B Ob Sd	Sylphide 100	1.00
	(blank)	
BM o B Ob Sd	Sylphide 80	1.00
	(blank)	
BN o B Ob Sd	Sylphide 75	1.00
	(blank)	
BO o B Ob Sd	Sylphide 70	1.00
	(blank)	
BP o B Ob Sd	Sylphide 60	1.00
	(blank)	
BQ o B Ob Sd	Sylphide 50	1.00
	(blank)	
BR o B Ob Sd	Sylphide 45	1.00
	(blank)	
BS o B Ob Sd	Sylphide 40	1.00
	(blank)	
BT o B Ob Sd	Sylphide 35	1.00
	(blank)	
BU o B Ob Sd	Sylphide 30	1.00
	(blank)	
BV o B Ob Sd	Sylphide 25	1.00
	(blank)	
BW o B Ob Sd	Sylphide 20	1.00
	(blank)	
BX o B Ob Sd	Sylphide 15	1.00
	(blank)	

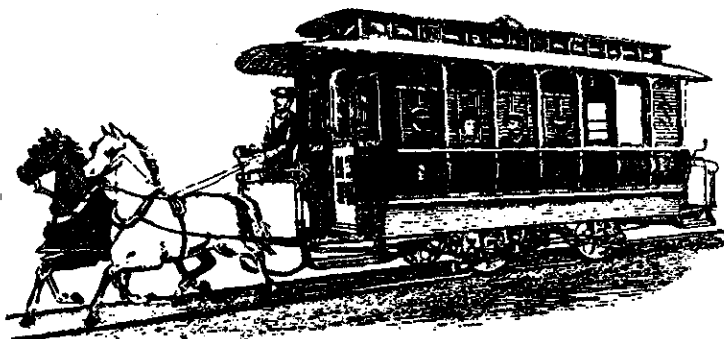
Sundsvall 850	(continued)		
BY o B Ob Sd	Sylphide 10		\$1.00
	(blank)		
BZ o B Ob Sd	Timra 100 (1880)		1.00
	(blank)		
CA o B Ob Sd	Timra 80		1.00
	(blank)		
CB o B Ob Sd	Timra 75		1.00
	(blank)		
CC o B Ob Sd	Timra 70		1.00
	(blank)		
CD o B Ob Sd	Timra 60		1.00
	(blank)		
CE o B Ob Sd	Timra 50		1.00
	(blank)		
CF o B Ob Sd	Timra 45		1.00
	(blank)		
CG o B Ob Sd	Timra 40		1.00
	(blank)		
CH o B Ob Sd	Timra 35		1.00
	(blank)		
CI o B Ob Sd	Timra 30		1.00
	(blank)		
CJ o B Ob Sd	Timra 25		1.00
	(blank)		
CK o B Ob Sd	Timra 20		1.00
	(blank)		
CL o B Ob Sd	Timra 15		1.00
	(blank)		
CM o B Ob Sd	Timra 10		1.00
	(blank)		
CN B 22 Tr-sc	Sundsvalls Sparvags A.B.		.20
	Galla For En Resa		
CO WM Ov St-sc	Sundsvalls Sparvags A.B.		.20
	(blank)		
CP WM Cv St-sc	Sundsvalls Sparvags A.B. Ore 10 Ore		.20
	(blank)		
CQ K Sq Tr-sc	Sundsvalls Sparvags A.B. Ore 5 Ore		.20
	(blank)		
CR B Cb St-sc	Sundsvalls Sparvags A.B. Ore 10 Ore		.20
	(blank)		
CS B Ob St-sc	Sundsvalls Sparvags A.B. Ore 10 Ore		.20
	C.C. Sporrang & Co. (in circle) Stockholm		
CT Z 20 Sd	Sundsvalls Sparvags A.B. SSAB		.20
	C.C. Sporrang & Co. (in circle) Stockholm		
Trollhattan 860			
A o S 29 Sd	25 (bridge pass)(1860)		2.00
	(blank)		
Tysslinge 870			
A o B 25 Sd	T.G.W. (Tysslinge Grafve Wagen)(1868) 10 Ore		2.00
	(blank)(toll road)		
B o B 20 Sd	T.G.W. 5 Ore		2.00
	(blank)		
Uddevalla 880			
A o B 29 Sd	20 AL (in circle)(Alexis Lonnars)(1860)		2.00
	(blank)		



# THE FARE BOX

A Monthly News-Letter  
for Collectors of  
Transportation Tokens

Published by the  
American Vecturist  
Association



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MARCH, 1953

NUMBER 3

## FREIBERG TAKES OVER FOR ATWOOD

It is with great regret that I have received word from Mr. Roland C. Atwood that he will be "out of circulation" for the next six months to a year. Mr. Atwood will take an extended trip for this period, on account of his health, and will be completely out of contact with the hobby. He will keep his P.O. Box 621 and all letters sent there will reach him, but it is doubtful if they will be answered for some time. During this period Mr. Ralph Freiberg - 4142 26th Street - San Francisco 14, California, will be Acting New Issues Editor. This means Mr. Freiberg will be in complete charge of assigning numbers and valuations to the Check List, and all new issues and discoveries should be sent directly to him. Ralph has been working closely with Mr. Atwood and is thoroughly competent to wear the mantle of his illustrious predecessor. And meanwhile we shall all be looking forward to Mr. Atwood's return sometime during the next twelve months. So remember to send all new issues & discoveries to Ralph Freiberg until further notice.

The Editor wishes to take this opportunity to express his gratitude...a gratitude which cannot be expressed very well in words...for receiving from the Seattle Transportation Token Club their award of "Our Man of the Year for 1952" in the form of a beautiful parchment scroll which goes on to state: "Specifically, For His Vast Labor in Issuing the Revised Transportation Token Check List."

As is well known by this time, our mimeograph machine broke down last month, resulting in a considerable delay in printing and mailing the February issue and supplementary pages to the Check List. It took much longer to repair the machine than I had imagined it would and hence the delay was greater than anticipated. However the machine seems to run much better now than it ever did and the fifteen dollar repair bill does not seem too high when all is taken into consideration. Let us hope things will be running smoothly now for a while. Coming on the heels of the vast backlog of printing that had piled up, this issue will be a few days late, too. Commencing with next month's issue, normalcy will have returned, I am certain. In this regard, I could still use articles from readers on most any subject that suits your fancy. Histories of U.S. tokens and companies will be particularly welcome. Remember if you want big issues you've got to send in stuff to put in them! And one final comment: in this issue Sweden, at long last, is brought to a happy conclusion and next month we can start on another country.

(18 Mar 53)

Supplement to Atwood's Check List

By Roland C. Atwood

CALIFORNIA

Glendale 320 (R.C.A.)

GLENDALE CITY LINES, INC.

H S 16 G

Good For One Fare (bronze-plated)

\$0.15

GEORGIA

Tifton 880 (here is the correct listing, reported by Morton Dawson)

TIFTON BUS LINES, TIFTON, GA. (BUS)

A o B 16 Bar

Good For One Fare (bus)

.50

INDIANA

Tipton 900 (reported by Edgar Levy)

HARDY'S BUS & CAB LINE TIPTON, IND.

A o B 28 Sd

(blank)

2.00

MICHIGAN

Battle Creek 60 (reported by Ralph Freiberg)

BATTLE CREEK COACH CO. (BUS)

F WM 23 Bar

Good For One City Fare (bus)

.15

G Bz 16 Ball

" " " School Fare (bus) (2 out-outs)

.10

OHIO

Ashland 25 (reported by Arthur D. Jordan, Jr.)

ASHLAND CITY LINES

A B 16 Sq-sc

Good For One Fare

.15

UNIDENTIFIED (reported by Quincy A. Laflin)

W. D. DRAY LINE

44. B 26 Sd

25 (Sc)

ENGLAND

Dewsbury 230 (reported by Basil Brandon)

AN Cv 26 Sd The Yorkshire Traction Co. Ltd. 2d.

.25

(same as obverse)

Gosport 280 (reported by Basil Brandon)

I o K 33 Sd Gosport 1

1.00

(blank)

Portsmouth 600 (reported by Basil Brandon)

K o Z Sq Sd 19 P Toll 1-0

1.00

(blank)

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ADD T. B. SPRAGUE TO LIST OF Mimeo FUND CONTRIBUTORS

It is with profound regret that I have been informed that the name of Mr. T. B. Sprague, of Baltimore, was omitted from the list of those who contributed to the Electric Mimeograph Machine Fund. So kindly add his name to those others listed in the Forward to Atwood's Check List, 1952 Edition. When the Editor made up this list he was certain he had checked every source, but of course there had to be a slip-up somewhere. In the unfortunate event that any other contributor has been left out, please inform the Editor immediately.

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A firm in New York called "Autoprints" has recently issued a beautiful set of eight colored prints of old streetcars, which sell for \$1.00 the set. This is the same company which issues the prints of old carriages and autos. The sets make excellent decorations for the token room. Unfortunately there is reason to think they have incorrectly described the "closed cable car" and "open motor car," both of which look more like horsecars or trailers than what they are called on the prints.

## A BRIEF HISTORY OF TRANSIT FACILITIES IN THE U.S.A.

By Max M. Schwartz

(Continuing from last month) The cable car was much more economical in operation than the horsecar which it supplanted. However, it was considerably more expensive to install, costing about two million dollars per mile. In almost every city where a cable car system was installed, real estate values jumped, and the city expanded lengthwise. Until better methods of local transportation came along, the public held the cable car in very high regard.

In the meantime, scientific minds had been experimenting with the idea of operating transit vehicles with electricity from storage batteries, but not until the electric generator was made to generate electricity was it found either economical or practical to do so. After the electric generator was developed in 1873, the big problem became the carrying of current to the car. Transit routes usually ran along streets, and a third rail could electrify men and animals unfortunate enough to come into contact with it. This difficulty was solved by the use of the overhead wire and trolley pole. After this, the electric trolley era was firmly established, and the first commercially successful electric railway operation was set up in Richmond, Virginia. In greater New York the first trolley line using overhead wires was built in Brooklyn during 1891. New York proper and Washington, D.C., operated electrified systems using underground conduits for obtaining electric power. Although these avoided the overhead wires, there were still serious disadvantages such as the high cost of construction, dead spots when tracks crossed at intersections, making it necessary to coast over them, and the tendency of water, snow, ice, and all kinds of dirt to collect in the conduit, frequently causing short circuits.

The census of street railways in 1890 showed that there were 1,260 miles of electrified track, 5,700 miles of track operated by animal power, and about 500 miles worked by cable. In 1902 a similar census revealed that electrified tracks had jumped to 22,000 miles while animal traction had fallen down to 250 miles, and only a few cities still operated cable cars. The extent of the growth of the street railway industry and the economy of its use is best demonstrated by the fact that by 1912 a passenger could ride all the way from New York to Boston on connecting streetcars at a total cost of \$2.40, paid out nickel by nickel. This growth of the electric streetcar continued until it reached its peak about 1917, when the industry had 80,000 passenger cars running on 45,000 miles of track.

Around 1865 crowded street traffic brought demands in the larger, rapidly growing cities for some way to move people faster and at the same time out down street congestion. One of the answers was the construction of the first elevated railway in New York. The original section, about a half-mile long, was opened to the public in 1868. This system had the cars pulled by cable operated by steam engines at points along the route. By 1898 elevated systems using steam locomotives were in use in Chicago, Boston, and Brooklyn, which by that time was a part of greater New York City. Some of these were later converted so that they used electric locomotives. However, none of these instances was particularly successful until a Mr. Frank Sprague developed a plan for equipping each car of the train with a motor and control operated from a single master control at the front end of the train. This system, called the "multiple unit control," proved very successful and eventually it came to be used on all elevated railways, subways, and electrified suburban railroads. It is still the control used on rapid transit trains and completely did away with locomotives in that field.

Underground rapid transit operations, which we now call subways, first came into being in London, England, in 1863, at which time it proved a great boon. In its first year of operation it was able to carry about ten million riders beneath the narrow, badly congested streets of that famous city. Having demonstrated its ability to move a large number of passengers rapidly without further encumbering the street traffic, subways were shortly thereafter adopted by several of the largest cities in the United States. Because of the enormous cost of construction of such a system, only the larger cities of a million or more population have found

the subway a practical answer to transit needs, but in each instance where one has been built, its influence on the city's growth has been tremendous.

The transit industry still was not content that it was supplying the public with the best possible means of transportation, and as soon as it was feasible, it adopted the internal combustion engine for its purposes. New York again was the place where the first common carrier motor vehicle was introduced by the Fifth Avenue Coach Company. For this purpose they had a 24-passenger double-deck motor bus which was put into operation alongside of the horse-drawn vehicles. This double-decker proved satisfactory and within two years the company had added fourteen more. Oddly enough, the same Fifth Avenue Coach Company was the last major line in America to discontinue animal-drawn operation. This is partly explained by the fact that because no tracks were ever installed in Fifth Avenue, the transit operation had to jump from the earliest to the latest, without the usual course of evolution I have attempted to describe.

The early model motor buses were unsatisfactory in many ways, because they were really only converted motor trucks. It soon became obvious to the industry that if motor bus operation was to be widely accepted, a vehicle would have to be specifically designed for passenger use. Such a vehicle was produced by the brothers Frank and William Fageol in 1920.

The model turned out by them was much closer to the ground than previous vehicles and had a low entrance step. A few years later the same brothers introduced a bus with the engine placed inside the body, thereby giving the same over-all appearance as the streetcar. The possibilities of this means of conveyance were quickly recognized. At the end of 1922 about fifty lines were operating 400 buses. By 1930 approximately 390 street lines were operating more than 13,000 buses. In 1950, 56,000 motor buses, operating on more than 91,000 miles, transported over 9 billion passengers.

At the time that the motor bus was being used and developed, experiments were also being conducted in an effort to combine the streetcar's ability to use cheap electricity coming from a central power station with the lightweight body and speed of a motor bus. These efforts resulted in the present-day trolley coach or trolley bus, as some call it. However, the trolley coach did not come into its proper prominence until 1927, when the idea was conceived of producing a trolley coach similar to the latest model buses of that year, featuring pneumatic tires and electric drive. Since then the use of the trolley coach has spread considerably. In 1930 there were 173 trolley coaches operating over 146 miles of negative overhead wire. In 1950 there were more than 6,500 of such vehicles operating over 3,480 miles, carrying more than 1,600,000,000 passengers.

This, then, is my brief outline of the advancement and growth of transit facilities in these United States which proved of inestimable value to the communities they served, because without them these municipalities could never have advanced either in population or area to the extent now attained by them.

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#### GLENDALE'S BRONZE-PLATED TOKENS

Mr. Freiberg reports that Glendale, California, not only plated their brass tokens bronze, but also dipped their bronze tokens in the new bronze bath, too. The bronze token listed as Calif 320 F was actually issued prior to E, and at the time the company dipped their brass tokens, they also apparently threw in their bronze tokens rather than separate them. Hence we have a bronze-plated brass token (known as 320 E) and a bronze-plated bronze token, which is F with a new plating on it. Mr. Atwood feels listing a "bronze-plated bronze" token would be ridiculous, so the token will not be assigned a number in the Check List. However collectors should remember this interesting item exists and make sure not to confuse it with E. Make good use of your files.

The following tokens, the remainder of my personal collection together with a few recent additions, are offered for sale to the highest bidder. The numbers are taken from the Revised Check List. No reasonable offer will be refused but the seller reserves the right to refuse any or all bids. Bids will be accepted up to Midnight of April 30. Any bids postmarked after that date will be returned to the bidder. In the case of duplicate bids, the earliest bid will be awarded the lot. Your attention is directed to the article appearing in this issue in reference to some unlisted items. Bidders will be charged for postage in sending out the tokens awarded them. Persons unknown to me will be notified and expected to pay for tokens before they are sent. Send all bids to Edgar Levy - 1413 Mesa Avenue - Colorado Springs, Colorado.

Alaska 300 B, 450 A E I, 900 B. Arizona 640 A. Arkansas 435 B, 885 D. California 535 D, 575 A (8 windows), United Railroads of San Francisco B Oc Po, U R R Identification B 35 Sd (see article about these last 2 items. They were used as employee tokens), 985 D (solid). Colorado 260 C, 440 A. Florida 380 A (wide X), 380 E, 530 B, 540 B, 860 A, 900 A. Idaho 440 J. Illinois 130 E (brass), 150 S, 305 A, 760 A, 795 A B. Indiana 180 A, 900 A (listed in this issue), 930 D. Iowa 30 A, 150 C (holed), 230 B (regular letters), 270 A, 300 D G H (small star) H (large star), 390 A (holed), 930 B C. Kansas 450 B. Kentucky 150 C, 480 M, 510 BE BI. Maryland 60 J. Massachusetts 50 A, 115 I, 115 D (D is a sample token), 305 C, 550 D. Michigan 65 G, 80 A, 225 D E, 370 D G, 845 Q. Minnesota 70 A, 540 G H K (sm) K (lge), 730 D, 760 A G I L (s.l.) L (l.l.). Nebraska 420 A, 540 P, 700 G J V. New Hampshire 520 A. New Mexico 760 C. New York 629 C, 630 AB AE, 631 B C D E L, 690 A, 780 A, 875 A. North Dakota 440 A (thick) A (thin), 600 B. Ohio 10 A I L M, 175 U, 435 A, 440 A C, 660 F, 750 A, 990 A, 995 A. Oklahoma 610 A B, 640 A, 770 A. Oregon 160 H. Pennsylvania 15 A, 70 B, 195 I, 515 A, 565 A, 745 B D, 750 G, 765 X, 870 A. Rhode Island 700 D. South Dakota 760 A. Tennessee 75 E, 375 B C D, 430 A B D E. Texas 255 G, 590 B. Utah 650 A B D E. Virginia 620 L, 720 D. Washington 10 A, 300 C, 720 A, 755 A, 780 A K, 840 B D, 880 A C. West Virginia 200 G. Wisconsin 30 A, 40 G, 500 B D.

EDGAR LEVY - 1413 Mesa Avenue - Colorado Springs, Colo.  
New Ashland, Ohio 25 A token for sale at 15¢ each plus stamped self-addressed env.  
A. D. Jordan, Jr. - 119 Manor Road - Akron 13, Ohio  
 For trade only: Ohio 10 B, 440 A, 440 C, 750 A. Iowa 600 A. Penna 320 A. Utah 400 C, 650 A. What have you to offer?  
M. B. McRobie - 1073 Pitkin Avenue - Akron 10, Ohio  
 Old Easton, Pa., horsecar tokens. A fortunate find of this token (Pa 320 A) permits me to offer them at \$2.00 each.  
C. J. Dockkus - 3522 East Thompson St. - Philadelphia 34, Pa.  
 For sale - new token from Sandston, Virginia 775 A, for 10¢ and a stamped return envelope. Will exchange want-lists and duplicate lists.  
Morton Dawson - 285 Price Blvd (Elmwood) - West Hartford 10, Conn.  
 For sale at list prices: Cal 775 F; Mich 770 A; N.J. 30 A; N.Y. 305 A; 631 C D E; 690 A; N.C. 670 A; Ohio 440 A C E. Your want-list solicited.  
Max M. Schwartz - 130 West 42nd St. - New York 36, N.Y.

## CHANGE OF ADDRESS

Pvt R. L. Chamberlain (US 56114565) - 9771 TSU - Dugway Proving Ground - Tooele, Utah.

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## A LETTER TO THE EDITOR FROM MR. LEVY

In an ad, which I hope is appearing in this issue, there are a couple of items which I think worthy of comment. These have been in my possession for several months and before I decided to offer them for sale, I reported their existence to several members for their opinion and then sent rubbings and descriptions to a West Coast member who has worked hard and diligently to help make the new Check list the fine publication it is. To digress a moment, in my opinion all those who had a hand in this recent publication deserve the wholehearted thanks of every mem-

(continued on next page)

(22 Mar 53)

Letter From Levy (continued from previous page)

ber of the A V A. It was no easy task and that it was a labor of love for the hobby is evidenced by the beautifully gotten up format and printing job that was done. Well done fellows.

To get back to the theme of this letter. While there was no doubt in the minds of those members mentioned above about the authenticity of the "Hardy's Bus & Cab Line" of Tipton, Indiana, there was some discussion as to the merits of extending recognition to the 2 items from San Francisco. The first piece is brass, octagonal in shape and pierced at the bottom. Around the upper edge is the legend "United Railroads of San Francisco" within an incused circle which has a serrated edge. At the top of the field are the initials "M. of W." and directly below are the incused figures "45." This is a die struck piece, i.e. except for the numerals. The reverse is blank and the piece measures 43mm. The other piece is also brass and measures 35mm. It is struck entirely incuse. Across the top is "U R R". In the center are the numerals 468 and around the bottom "Identification" and a blank reverse. As before mentioned, rubbings of these pieces were sent to our very active member in San Francisco and he states that he can recall these being used there by employees of the transit lines for identification purposes when they were obliged to use the cars in going to and from work. Neither he nor the New Issues Editor seem to want to commit themselves as to the authenticity of these pieces. Rather, they feel, that it's a moot question as to whether such items should be classified within the generic nomenclature of "fare tokens." So in offering these items for sale, I feel that perhaps it would not be amiss at this time to compare these pieces with some that already have been given the nod of approval. The bone of contention as I understand it, has to do with the aversion of one gentleman to the inclusion of "identification checks" in the list. In the past I have made many comments with reference to the inclusion in a check list of catalog of transportation tokens of many items that do not bear the slightest resemblance to what is commonly known as a fare token. Evidently, my choice of words in such comments were not chosen wisely or misconstrued for I have been accused of wanting to have everything thrown out of the list. Such is not the case however. I don't want anything thrown out, except possibly such items as truck permits, merry-go-rounds and a few of that ilk. But I would like to see less favoritism shown. By that I mean if items such as Alabama 560 G to P, inclusive; Arkansas 435 G and H; Virginia 580 D to L inclusive; are listed, why not the zone checks of the St. Louis County buses? If the seemingly unendless number of identification checks of Lorain, Ohio, are listed, why not all items in the same category? And I refer directly to those identification checks of the United Railroads of San Francisco.

Up to the present I have no way of knowing if these pieces are unique or whether there is a quantity of them resting in someone's collection. They have not been reported before now and I want to take this means of assuring the collector who sends in a bid on them that they are as legitimate as any token now listed in the Kenworthy-Dunn-Atwood List of U.S. Transportation Tokens.

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On December 31, 1952, a great Boston institution went the way of all horse-cars, cable cars, etc. This was the Penny Ferry, which operated across Boston Harbor connecting the main part of the city to East Boston. The ferry had been in operation for over one hundred twenty years, and from the day it was inaugurated until the day of its demise a few months ago, the fare had always been one cent for foot passengers. The Mayor announced that it was costing the city 40¢ for each passenger, and hence the line weighed too heavily on the city's treasury. The citizens of East Boston raised a great furor, but to no avail. The final trip made the crossing about 1 p.m. and the few shivering passengers aboard were served Champagne...mixed, no doubt, with the tears of the veteran crew members.

Now in order to get across the harbor, one is obliged to ride the brand new streamlined East Boston subway which runs under the waters of the harbor--on which the fare is fifteen cents instead of one cent.

Check List of Foreign Transportation TokensBy Roland C. Atwood

## S W E D E N

## Uddevalla 880 (continued)

B o B 29 Sd	15 AL (in circle) (blank)	\$2.00
C o B 29 Sd	10 AL (in circle) (blank)	2.00
D o B 29 Sd	5 AL (in circle) (blank)	2.00
E o K Ov Sd	C.S. 8 (C.A. Schroder)(1870) (blank)	2.00
F o B 29 Sd	C.A.S. 20 (in oval) (blank)	2.00
G o B 29 Sd	C.A.S. 15 (in oval) (blank)	2.00
H o B Ob Sd	C.A.S. 15 (in oval) (blank)	2.00
I o Z 25 Sd	C.A.S. 10 (in oval) (blank)	2.00

## Umea 890

A o K Oc Sd	Phoenix Umea (roses)(1862) (blank)	2.00
B o B Oc Sd	Phoenix Umea (roses) (blank)	2.00
C o WM Oc Sd	Phoenix Umea (roses) (blank)	2.00
D o WM Oc Sd	Phoenix Umea (roses)(IT in oval) (blank)	2.00
E o K Oc Sd	Phoenix Umea (roses)(IT in oval) (blank)	2.00

## Upsala 900

A o Z 28 Sd	Menotti (1860) (blank)	1.00
B o Z Ob Sd	Menotti (blank)	1.00
C o Z Ob Sd	Menotti (corners clipped) (blank)	1.00
D o Z Ob Sd	Menotti 25 (blank)	1.00
E o Z Ob Sd	Menotti 35 - 35 (blank)	1.00
F o S Ov Sd	J (Jernvagen)(1865) (blank)	2.00
G o B 23 Sd	Upsala Margrethill Jernvags Aktie Bolag C.C. Sporrang & Co. (in circle) Stockholm	.50
H o B Sq St-so	Upsala Sparvagar (blank)	.20
I o WM Sq St-so	Upsala Sparvagar (blank)	.20
J o B 18 Tr-so	Upsala Sparvagar (same as obverse)	.20
K o B 18 Hx-so	Upsala Sparvagar (same as obverse)	.20
L WM Ov Tr-so	Upsala Sparvagar 10. (blank)	.20
M WM Ov Tr-so	Upsala Sparvagar 10 M.W. Rothoff Upsala	..20

## Upsala 900 (continued)

N	K	Ov	Tr-so	Upsala Sparvagar 10	\$0.20
				M.W. Rothoff Upsala	
O	WM	Sq	Tr-so	Upsala Sparvagar	.20
				M.W. Rothoff Upsala	
P	K	Sq	Tr-so	Upsala Sparvagar	.20
				M.W. Rothoff Upsala	
Q	B	Ov	Sd	Upsala Sparvagar US	.20
				Markstroms G. A B	
R	B	Ov	Sd	Upsala Sparvagar US	.20
				Spar Tid Kop Polletter Och Pengar	
S	B	20	Sd	Upsala Sparvagar US Pollett For Vuxna	.20
				Upsala Sparbank (bank)	
T	B	20	Tr-so	Upsala Sparvagar US	.20
				Upsala Sparbank (bank)	
U	B	20	Ch	Upsala Sparvagar US	.20
				Upsala Sparbank (bank)	
V	B	20	Sd	Upsala Sparvagar US	.20
				Upsala Sparbank (bank)	

## Waxholm 950

A	o	B	31	St-so	Waxholms Angfartys Aktie Bolag (So)	1.50
					From Waxholm Till Stockholm	
B	o	WM	Oc	Tr-so	Waxholms Angfartys Aktie Bolag	1.50
					Fram Waxholms Ramso Rindo Lindal Palsund	
C	o	WM	Oc	St-so	Waxholms Angfartys Aktie Bolag	1.50
					Fram Waxholms Ramso Rindo Lindal Palsund	
D	o	WM	Sq	Sd	Waxholms Fasting 3 Ore	.20
					Sv.Ol. Morell & Co. Stockholm	
E		WM	Sq	Sd	Waxholms Fasting 5 Ore	.20
					Sv.Ol. Morell & Co. Stockholm	
F		B	21	Sd	Waxholms Fasting 10 Ore	.20
					Sv.Ol. Morell & Co. Stockholm	
G		WM	21	Sd	Waxholms Fasting 10 Ore	.20
					Passagerare-Polett Sv.Ol. Morell & Co. Stockholm	

## Wessmans 960

A	o	K	30	Sd	Wessman Angslups Pollet (1860)	2.50
					(blank)	
B	o	B	30	Sd	Wessman Angslups Pollet	2.50
					(blank)	

## UNIDENTIFIED

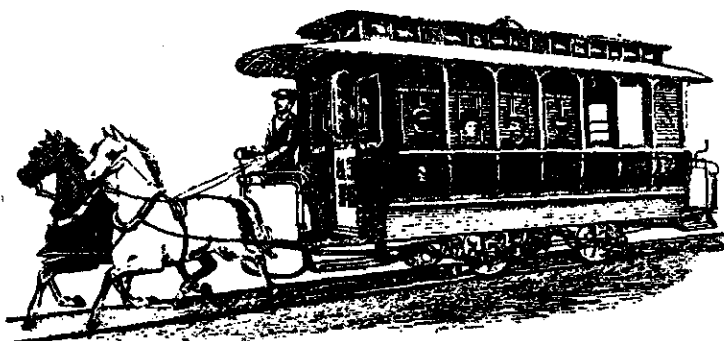
1.	o	WM	Ov	Sd	Angbats Polett Ore 25 Ore (1880)	1.50
					SOM	
2.	o	WM	23	Sd	Angbats Polett 10 Ore (1880)	1.00
					SOM	



# THE FARE BOX

A Monthly News-Letter  
for Collectors of  
Transportation Tokens

Published by the  
American Vecturist  
Association



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P. O. Box 1204  
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We are happy to hear that Robert M. Ritterband of Los Angeles has been given a Blue Ribbon for the third consecutive year at the California Hobby Show. His display consisted of a mounted panel of tokens, consisting of about three hundred varieties arranged in concentric circles. In the past his displays have been responsible for drawing new members into the Association.

Speaking of Mr. Ritterband, he informs me that he still can supply collectors with rubber stamps saying "Metal Tokens Please Hand Stamp" for a dollar or the equivalent in duplicate tokens that he can use. These rubber stamps have great value in our hobby.

Within this issue collectors will notice a couple of items by Clyde A. Logsdon. Inasmuch as Mr. Logsdon was the discoverer of the Hastings celluloid tokens, I felt it only fair that he be given an opportunity to state his position on the holes in these tokens.

The Editor wishes to take this opportunity to express his profound gratitude for the beautiful plaque which has been presented to him by the Association. Words are inadequate to express my appreciation--to all members of the A.V.A. and especially to those sixty-two odd members whose contributions made it possible. Of course the completed check list is its own reward--an enormous job, but one which had to be done. The wording on the plaque is as follows: "We, as officers and members hereby express our appreciation for John's part in executing the fine work realized in the 1953 A.V.A. Check List used & accepted by this assn. Presented by The American Vecturist Assn."

Speaking of the new Check List brings to mind the problem of want-lists. It would be highly advisable for every collector to issue a new want-list using the numbers of the new Check List. Nearly forty collectors issued want-lists during the regime of the old list, and it is to be hoped that these men will not waste much time in bringing out their new editions. If we all used want-lists, it would facilitate trading enormously and be to the advantage of everyone. It might be a good idea if we all tried for a uniform size. I would suggest regular 8 $\frac{1}{2}$  by 11 paper, printed on one side only. It would help, too, if they were punched to fit a 3-ring binder. The Editor will welcome an opportunity to trade want-lists with anyone who has already issued a new one.

To The Executive Board of the American Vecturist Association (March 12)

Gentlemen:

I wish to submit the operating statement of the Editor of The Fare Box for the latter half of 1952. Receipts \$38.63: (1) cash on hand July 1, \$10.03. (2) From A.V.A. Treasurer \$75. (3) Subscription \$2. (4) Advertising \$0.75. (5) Sale of back issues \$1.05. Expenditures \$85.35: (1) mimeographing July thru Sept \$34.56. (2) postage & envelopes July thru Dec \$26.90. (3) stencils \$9.60. (4) Paper \$5.55. (5) mimeograph ink \$5.00. (6) punching machine \$3.75. Cash on hand January 1, 1953 \$3.48.

I believe every member of this organization appreciates very much the fine work done by Mr. Coffee in editing and getting out The Fare Box. And I know that all of you agree with me in the following:

Proposition 1. Proposed that the thanks of the American Vecturist Association be extended to John M. Coffee, Jr., for his splendid efforts in editing and publishing The Fare Box.

Mr. Coffee also informed me that he was in very urgent need of money for operation of The Fare Box for the 1st half of 1953 and estimated that it would take \$50.00. Since his letter was received about January 15, I took the liberty of authorizing our treasurer to forward a check to Mr. Coffee for \$50.00.

I have also just received from Mr. Coffee a bill for \$15.00 for repairs on the mimeograph machine; this included a new mat, new roller, and new rubber paper grips. The recent check list was quite a strain on this machine. I therefore want your vote on the following:

That the treasurer be authorized to forward to John M. Coffee, Jr., a check for \$15.00 to pay for the repairs on this machine.

I have also received the 1952 financial report of our treasurer, as follows: Balance Jan. 1, 1952, \$81.08. 119 membership dues for 1952 @ \$2, \$238. 20 applications for membership @ \$1, \$20. 2 reinstatements, \$3. Donation to mimeo fund, #82, \$5. Check lists sold by Mr. Schwartz, \$40.53. Fourth A.V.A. auction, \$17.93. Bank interest, Syracuse Savings Bank, \$4.39. Total receipts, \$409.93. Disbursements: \$193.39 (total), as follows: membership dues in A.N.A. \$5. Fare Box deficit, \$17.36. Advances to Editor of Fare Box, \$135.00. Postage & stationery for Mr. Laflin, \$10.00, for Treasurer, \$14.38. Bank Balance December 31, \$216.54.

In view of the detailed and splendid reports of Mr. Coffee and Mr. Williamson I suggest the following:

Proposition 3. Proposed that the reports of Mr. Coffee and Mr. Williamson be in all respects received, filed, and approved with thanks.

I have also received a very complete and detailed report from the Secretary, Mr. Laflin. He certainly deserves the thanks of this organization for his splendid work. Mr. Laflin also sent me a bill for five dollars for printing 500 new membership cards. Please let me have your vote on the following:

Proposition 4. That the Treasurer be authorized to forward a check to Mr. Laflin for \$5 to pay for this printing.

Mr. Don Johns has informed me that one of our old members, Mr. William Gallagher, has now been assigned to duty in the U.S. after serving three years or more in foreign duty, and he would like to continue his membership in A.V.A. I would therefore like your vote on the following:

Proposition 5. That William Gallagher be reinstated to membership in A.V.A. by paying his 1953 dues.

Mr. Paul Fouts of Seattle suggested to me that, since the Seattle Club generally held their auctions in the Spring of each year, the A.V.A. hold their auctions in the Fall. This is an excellent suggestion, as these auctions run into a lot of work.

I have just received a card from Mr. Atwood informing me that he had been very ill, and would be unable to continue as New Issues Editor. I am appointing Mr. Ralph Freiberg to this job. Mr. Atwood says he hopes to be back on the job again in a year, or sooner. I know that Mr. Freiberg will do an excellent job meanwhile.

Please let me have your votes on the above propositions as soon as possible.

Fraternally yours,

EROY L. KIMMONS, President

THE AVENUE B AND EAST BROADWAY TRANS. CO.  
By Albert Field

The large tokens were used when the fare was five cents. The small ones were used for passengers with transfers, while it was (and is) ten cents.

AG (counterstamped & plain) in use about 1935 to 1947

AH (counterstamped & plain) in use about 1947 to 1948

The solid ones were too much like quarters and were withdrawn by the company, which continued to use the AG until 1950.

AI - white metal. The original, used for a while in 1950. Drivers complained they got mixed with dimes.

AI - blackened. Used 1951-1952, oxydized by the company to make them distinguishable.

AI - red painted. In use since 1952 because the blackening wore off.

Unfortunately, over 1,000 of AG were recently destroyed. If (and when) AI is no longer in use, the officials of the company will provide me (for the AVA) with copies for us all before remainders are destroyed. Only the red ones still exist in their hands.

THE HUDSON & MANHATTAN TOKENS OF NEW YORK

There are five tokens of H & M. AO is the one with raised collar. AK is the only solid one. AJ is the original white token. AM is the brass-plated white. These were plated in several batches. The intended color was a clearly yellow brass. One batch, however, is very red; and there are some intermediate shades. So list this as having color varieties!

AN is the white token bronze-plated in 1946. The color is brown, and it can be distinguished in comparison with samples of the above. But without comparison it is hard to describe. Very few of these exist, for all that remained in the possession of the company were overplated with brass at the same time the white ones were. "AL" does not exist.

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ADDITIONAL CORRECTIONS TO THE NEW CHECK LIST

California 950/E should be incuse letters, not engraved. Florida 880/A has the comma. Illinois 460/F, change to 5mm hole instead of 6mm. Illinois 760/D there are two die varieties in lettering. Kansas 620/A - it should be KS. not KAS. Massachusetts 260/A - on both sides it should be ILMCCo. 515 G - should be "D & W. DIVN" New Jersey 20/A, the word is spelled "Carousal" and not "Carousel." Oklahoma 866/F has four varieties: (a) narrow B. (b) wide B with straight left edge. (c) wide B with curved left edge, widely spaced letters. (d) same B but letters cover shorter space. Pennsylvania 15/J has three types of lettering. 965/B is aluminum. Tennessee 120/D is brass silver-plated. 345/C is 20mm, not 21mm. Washington 980/C is brass, not white metal brass-plated. Wisconsin 440 - in the supplement these four tokens are erroneously listed as BCDE. Actually they are C D E F. D.C. 500/B is white metal brass-plated. Delete Ohio 115/B & 915/D.

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The Los Angeles Times, speaking of exhibits at the annual California Hobby Show, has this to say: "They even have one for collectors of streetcar tokens. And I'm not referring to streetcar conductors. It's the hobby of Vectoristry, from the Latin vectum, meaning to carry. Personally, we see nothing so complicated about this. We have known people to carry streetcar tokens. And, eventually, it vectum."

Uncounterstamped specimens of NY 630 AH for sale at 10¢ each plus stamped envelope  
Albert Field - 117 West 70th Street - New York 23, N.Y.  
Wanted - Illinois 200 A B C D E; 210 A; 320 A B; 385 A. Would pay bonus for these  
Walter Dillow - Box 182 - Byron, Illinois  
For Sale: Ga 20 A 25¢; Ky 370 A 25¢, 370 B 25¢. I have six of each.  
Morton Dawson - 285 Price Blvd (Elmwood) - West Hartford 10, Conn.  
Wanted, the following back issues of The Fare Box: 1947 - July, August, September  
October, 1949 - March, April, May. Will buy or trade.  
Daniel DiMichael - P.O. Box 485 - Coatesville, Pa.  
For sale or trade - Fla 710 C 10¢; Ohio 175 U 25¢, 175 V 20¢; Penna 180 F 10¢;  
Penna 765 W 10¢, 950 A 25¢; Tenn 690 G 10¢, 710 A 15¢; Hawaii 240 D 10¢; DC 500 S  
at 15¢.  
M. B. McRobie - 1073 Pitkin Avenue - Akron 10, Ohio  
To the first ten, will trade one 50¢ token (catalogue price) for one of your 50¢  
tokens (catalogue price). Send your token, mine will follow at once. Will trade  
the same on five 25¢ tokens.  
John G. Nicolosi - 5646 Fountain Avenue - Hollywood 28, Calif.

### THE HASTINGS CELLULOID TOKENS

By - Clyde A. Logsdon

Regarding the remarks on the Hastings, Nebraska, cells in Frank Greene's article on page 10 of the February issue: To the best of this writer's knowledge, these tokens are no more mutilated than that all pierced tokens are mutilated in a true sense of the word. Under no circumstances does this writer wish to give collectors any idea about any token other than the truth so far as is possible to determine. The Hastings cells were not pierced by an individual without authority to pierce these tokens. True they were strung on a cane when discovered, but most all Pc and a lot of Ch tokens could be done the same way if anyone so desired to do such with them. It would be to the advantage of all to spend more time weeding out trade checks, errors, and items which were never put into use or actually bought by a company for the purpose of paying fare. It is hard work to find oldies without its being necessary continually to give facts because someone wishes to discredit same without even one good reason to doubt the authenticity of those tokens and their condition when found. Also it would be to the advantage of all collectors if more time were spent toward finding oldies than in reporting plated items which are nothing more than an issue already reported which has been plated, and which does not really make a new issue even though most of us like to collect them and probably always will. Granted it takes more work and effort to find an oldie but after all that is the main goal toward having a fine collection as by so doing everyone has some individual tokens of which to be proud that cannot be bought by the hundreds if you have the money to spend. Remember money cannot buy everything even if it is nice to have plenty of it. You could place a thousand dollars on a table and it still could not do the actual work of finding any tokens.

### WHY NOT A CONTEST TO BEGIN THIS YEAR

A cash prize to any fare token collector who finds the most oldies. Contest to begin January 1 and close December 10 of each year. To be for U.S. fare tokens only. Donations or gifts from anyone not to exceed 10¢ in any one year, or one fare token. All such to be sent and held by the presiding Treasurer for whomever wins. The only rule shall be that to be eligible you must be a fare token collector and must find said tokens in the year for which the prize is given. Said prize shall be mailed to the winner in time for Christmas. By oldies it shall mean any token not in use or reported before and shall have been found within the year for which the prize is offered. In case of a tie the one having found the oldest token or tokens shall be the winner. Perhaps this may be just the spark needed to get those unknown tokens found.

- Clyde A. Logsdon

MEMBERS OF THE AMERICAN VECTURIST ASSOCIATION IN GOOD STANDING FOR 1953

36	Jan Seena Anderson	14012 Mar Les Drive	Santa Ana, Calif.
1	Roland C. Atwood	P.O. Box 621	Hollywood 28, Calif.
127	Dorothy M. Augustine	6230 Condon Avenue	Los Angeles 56, Calif.
57	B. H. Baake, Jr.	2922 Chenoak Avenue, So.	Baltimore 14, Maryland
38	Floyd O. Barnett	6048 Stevens Avenue, So.	Minneapolis 19, Minn.
119	Martha L. Barnett	6048 Stevens Avenue, So.	Minneapolis 19, Minn.
71	B. T. Barraclough	3635 Nicollet Ave.	Minneapolis 8, Minn.
48	Harry C. Bartley	7012 Ohio River Blvd.	Pittsburgh 2, Penna.
82	O. R. Bertram	2111 Swisher Street	Austin 5, Texas
7	Corinne M. Black	1409 Evans Street	McKeesport, Penna.
8	William L. Black	1409 Evans Street	McKeesport, Penna.
37	Basil Brandon	327 26th Avenue	San Francisco 21, Calif.
97	Robert M. Butler	731 East 26th Street	Minneapolis 4, Minn.
122	Anna M. Butler	731 East 26th Street	Minneapolis 4, Minn.
42	M. O. Carmichael	1004 Main Street	Klamath Falls, Oregon
128	Roy E. Carpenter	1214 East Boone Street	Marshalltown, Iowa
114	William L. Carr	2648 Pelton Avenue	Akron 14, Ohio
105	Harold T. Chesney	4653 Ewing Avenue, So.	Minneapolis 10, Minn.
28	Felix M. Church	700 Seward Avenue	Detroit 2, Michigan
89	Ivan B. Cline	911 West Michigan St.	Evansville 11, Indiana
14	John M. Coffee, Jr.	P.O. Box 1204	Boston 4, Mass.
81	Arnold Cohn	84 Johnston Avenue	Kingston, N.Y.
86	Chris J. Cook	2105 Fourth Court	Cuyahoga Falls, Ohio
95	Morton H. Dawson	285 Price Blvd.	West Hartford 10, Conn.
137	Walter K. Dillow	109 5th Street	Byron, Illinois
149	Stanton L. Dow	350 South Parfet	Lakewood, Colorado
50	Daniel DiMichael	P.O. Box 485	Coatesville, Penna.
141	C. J. Dochkus	3522 East Thompson St.	Philadelphia 34, Penna.
111	William E. Eisenberg	2717 West Carson St.	Pittsburgh 4, Penna.
69	Dr. M. W. Emriok	1426 Market Street	Harrisburg, Penna.
54	Claude G. Ficklin	283 Isabel Street	Los Angeles 65, Calif.
129	Albert Field	117 West 70th Street	New York 23, N.Y.
124	Harold Ford, Jr.	P.O. Box 211	Wadsworth, Kansas
29	Paul Fouts	609 Peoples Building	Seattle 1, Wash.
62	Ralph Freiberg	4142 26th Street	San Francisco 14, Calif.
20	R. K. Frisbee	237 South Kalamath St.	Denver 9, Colorado
80	W. G. Fyler	West Simsbury	Connecticut
53	Paul H. Ginther	New Holland	Illinois
35	Frank C. Greene	900 East 9th Street	Kansas City 6, Missouri
102	Frank W. Guernsey	615 S.E. 70th Avenue	Portland 16, Oregon
21	Charles M. Hamilton	945 Corona Street	Denver 18, Colorado
142	Otto J. Van Heyde	502 North Bronson Avenue	Los Angeles 4, Calif.
147	C. B. Holcombe	49 Clarke Street	Burlington, Vermont
26	Charles W. Houser	734 St. John Street	Allentown, Penna.
109	Alfred Hutter	333 North Charles St.	Baltimore 1, Maryland
52	Cecil G. Jefferson	8845 Wallingford Avenue	Seattle 3, Washington
67	Donald B. Johns	1205 Queen Anne Avenue	Seattle 99, Washington
77	Floyd L. Johnson	79 West Gibson Street	Canandaigua, N.Y.
138	Johnnie W. Jones	RR #2 - Box 180	Springfield, Missouri
78	Arthur D. Jordan, Jr.	119 Manor Road	Akron 13, Ohio
9	Ione E. Kibbe	497 Fern Street	West Hartford, Conn.
47	Eroy L. Kimmons	521 East Live Oak Street	Austin 4, Texas
22	Ralph Koller	1135 Bedford Avenue, S.W.	Canton 10, Ohio
113	Gladys I. Kurth	4520 41st Avenue, South	Minneapolis 6, Minn.
48	Julius A. Kurtz	928 13th Avenue, South	Minneapolis 4, Minn.
49	Quincy A. Lafflin	1145 Argyle Street	St. Paul 3, Minn.
70	Howard C. Laible	3520 W. Santa Barbara Ave.	Los Angeles 8, Calif.
40	Charles R. Lamb	Long Beach	Washington

15	Edgar Levy	1413 Mesa Avenue	Colorado Springs, Colo.
120	William Liddell	3204 26th Street	Lubbock, Texas
139	Allison Lievre	433 East 69th Street	New York 21, N.Y.
65	John M. Mackie, Jr.	1315 North Franklin St.	Pittsburgh 33, Penna.
104	Pasquale H. Maffeo	145 Kimberly Avenue	New Haven 11, Conn.
121	Allen B. Maitland	26 Earlscourt Avenue	Toronto 10, Ontario
144	Russell D. McBain	GM3, USS LST 1157 o/o FPO	New York, N.Y.
115	Raymond McIntyre	416 Harmon Avenue	Danville, Illinois
5	Robert B. McKee	P.O. Box 587	Buffalo 5, New York
72	Martin B. McRobie	1073 Pitkin Avenue	Akron 10, Ohio
61	John Metz	1033 Seminary Avenue	St. Paul 5, Minn.
45	Cecil F. Meyer	2146 North 137th Street	Seattle 33, Wash.
2	R. L. Moore	2400 Van Ness Avenue	San Francisco 9, Calif.
130	Carroll Morgan	1224 Jim Miller Road	Dallas 17, Texas
94	R. K. Moulton	150 Michigan Avenue	Detroit 26, Michigan
87	Dr. Elmer N. Nelson	4516 Tuckerman Street	Riverdale, Maryland
116	John G. Nicolosi	6646 Fountain Avenue	Hollywood 28, Calif.
30	August J. Nilson	326 West 78th Street	Seattle 7, Washington
112	Frank G. Payne	P.O. Box 655	Roanoke 4, Virginia
101	William C. Piper	307 North Graham St.	Pittsburgh 6, Penna.
125	Kenneth E. Purdy	1146 N.W. 85th Street	Miami 38, Florida
148	Lewis M. Reagan	P.O. Box 577	Wichita 1, Kansas
132	Harry C. Reynolds	1025 Morgan Avenue	Drexel Hill, Penna.
118	Robert M. Ritterband	6576 Colgate Avenue	Los Angeles 48, Calif.
143	Frank Roselinski	7311 Willoughby Avenue	Los Angeles 46, Calif.
117	Robert Sanders	4905 N. Mississippi Court	Minneapolis, Minn.
3	Max M. Schwartz	130 West 42nd Street	New York 36, N.Y.
93	David H. Smith	800 West Monument Street	Jackson, Mississippi
4	Felton W. Smith	128 Redfield Place	Syracuse 10, N.Y.
27	Kenneth E. Smith	1212 West 92nd Street	Los Angeles 44, Calif.
51	Franklin P. Snyder	1060 South Broadway	Los Angeles 15, Calif.
55	Kenneth W. Snyder	#327 - 15 1/2 Glenwood Avenue	Minneapolis 3, Minn.
92	A. R. Sparks	1015 Rebecca Avenue	Wilkinsburg, Penna.
79	Thomas B. Sprague	120 North Liberty Street	Baltimore 1, Maryland
96	Leonard J. Stook	1238 Edgemere Drive	Rochester 12, N.Y.
17	Michael Super	106 South Pine St.	Hazleton, Penna.
18	Paul Super	105 South Pine St.	Hazleton, Penna.
34	Paul Targonsky	46 Norwood Street	Meriden, Conn.
103	Don T. Thrall	610 Arlington	Berkeley 7, Calif.
135	Emzy L. Thompson - 7727	USA REUR Retn Gen. Guard Dept.	AP0 178 o/o P.M., NYC
145	Claude G. Thompson	2445 Aldrich Avenue south	Minneapolis 5, Minn.
16	Walter W. Underwood	Shook	Missouri
25	Albert P. Webster	2827 Worthington St.	Houston 16, Texas
123	Charles B. White	57 Spring Street	Fredonia, New York
68	W. A. Whitfield	110 California Street	Albuquerque, New Mexico
12	Thomas F. Williamson	312 Lexington Avenue	Syracuse 10, N.Y.
146	Jacob B. Wilson	131 Nevin Street	Lancaster, Penna.
151	Virgil B. Wilson	6026 East Gardendale St.	Hollydale 1, Calif.
19	Ralph W. Winant	500 West Summit Avenue	Wilmington 4, Delaware
140	Fred P. Zubryski	3121 Zenith Avenue north	Minneapolis 22, Minn.

Numbers 148, 149, and 151, were taken in during the last quarter of 1952 but were carried through for all of 1953. Note new addresses for Anderson, Purdy, Roselinsky, David Smith, and Sparks.

All numbers below 34 are Charter Members.

#### APPLICATION FOR MEMBERSHIP

William C. Gallagher - Instructor Class A IC School NTC - San Diego, Calif. \*\*  
Joseph J. Silverman 14 Chestnut Street Albany, New York

\*\* Reinstatement.

(31 April 53)

Supplement to the Atwood Check List

By Ralph Freiberg

NORTH CAROLINA

Roxboro 710 (reported by Basil Brandon)  
CITY BUS CO. ROXBORO, N.C. 10¢  
B o A 25 Sd Good For One Fare \$0.25

PENNSYLVANIA

Houston 465 (reported by Morton Dawson)  
PATSCH AUTO BUS CO. INC. (BUS)  
A WM 16 Bar Good For One Fare (bus) .15  
Waynesburg 955 (reported by Morton Dawson)  
McKEE BUS LINE WAYNESBURG, PA. (BUS)  
A WM 16 Bar Good For One Fare (bus) .15

VIRGINIA

Petersburg 620 (reported by Morton Dawson)  
PETERSBURG TRANSIT COMPANY (BUS)  
T WM 23 Bar One Fare Petersburg, Va. (bus)

WEST VIRGINIA

Weston 860 (reported by Charles Houser)  
WESTON BUS LINES  
B WM 20 V Good For One Fare .15

WISCONSIN

Fond du Lac 220 (left out of new list by mistake)  
WISCONSIN POWER & LIGHT CO.  
G WM 16 W-out-away Good For One Fare (out by company) .10

CANADA - ONTARIO

Milverton (reported by Ivan B. Cline)  
MILVERTON BUS TRANSFER THE MAIL LINE J.H. SCHMIDT PROP.  
A o A Oo Sd Good For One Trip One Way Between Milverton and  
Milverton Station (25mm)

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LONE STREET CAR SIGNALS END OF TROLLEY SERVICE

By Ivan B. Cline

A lone streetcar trundled out Superior Avenue from Public Square on March 20, ending forever trolley car service on Cleveland's East Side in Cleveland, Ohio.

A parade of five streetcars on Friday night celebrated the demise. Coffee and doughnuts were served as the cars moved slowly downtown on the doomed tracks. Music and a loudspeaker sounded the dirge.

One of the signs decorating the cars said "Let me rest in peace." Buses will replace the streetcars on the East Side, but West Side trolley lines will remain in operation.

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CORRECTIONS TO EDGAR LEVY'S AD

Please note the following corrections to Edgar Levy's advertisement which appeared in the March issue. Instead of Mass 115 D, it should be a sample of Mass 115 L. Instead of Tenn 430 D, it should read Tenn 430 E and F. Instead of W Va 200 G it should be 200 F, and instead of Wisc 500 D it should be 500 C.

# DRUMMERS' CHECKS

## By Frank C. Greene

In that memorable period of American life which ended with World War I, travelling salesmen were known as "drummers." Nearly every county seat town, and some others, in the Middle West, had a hotel on or near the court house square, rates \$2 per day or 50¢ a head and 50¢ a meal--and what meals! Nearly all travel was by train, and in some instances the hotel was quite a distance from the "depot." All trains, day and night, were met by a bus or hack. When the passenger reached the hotel, in many towns, he gave the driver 25¢ or 50¢ and received a "check" reading "Good For Return Trip," "Good Only to Depot," or similar phrase. Thereby originated a transportation token in places some of which may have had a population of less than one thousand persons.

In all probability the original issue was not more than 50 or 100 tokens, and in the forty years or more since their use ceased, because of automobiles and better roads, these tokens have become about as extinct as the dodo bird. In general the drummers' checks were of brass or aluminum, rather large in comparison with modern tokens--that is, 30mm to 40mm was the prevailing size. Their native habitat seems to be exclusively Mid-West, having been used from Michigan to Minnesota on the north to Louisiana and Texas on the south, and from Indiana to Kansas. The fifty-three reported to date are listed below. How many are in your collection?

Ala 470 A. Ark 150 A B; 315 A; Illinois 350 A; 605 A B. Indiana 900 B. Iowa 130 A; 180 A; 660 A; 710 A; 880 A. Kansas 85 A; 120 A; 620 A; 680 A B C. Louisiana 240 A; 470 A. Michigan 80 A (?). Minnesota 60 A B; 110 A; 490 A. Missouri 160 A; 200 A B C D. North Dakota 600 A B C. Oklahoma 330 A B. Tennessee 490 A. Texas 340 A B; 950 B. Wisconsin 180 C D; 420 A; 790 C; 935 A. Mavericks 7 10 11 12 17 18 34.

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# TYPES OF METALS USED IN MAKING TOKENS, AND NEW STYLES

## By Ralph Freiberg

At the present time, metals used by one large manufacturer of tokens are the white metal and bronze only. This does not apply to all makers of tokens as some still use brass. However during the war years this metal was not available, so zinc, steel, and brass (plain or silver-plated) was used. This means that some companies first used tokens during the war years and so received the zinc, steel, or brass tokens. Later some of these companies went off tokens, some destroyed their tokens, and some kept them. However lately a lot of companies have gone over the dime fare and so are back using tokens. Sometimes enough were on hand to use the same ones and sometimes not enough were available, in which case a new supply of tokens is ordered. This means that if they did not have previously a white metal or bronze token, they now probably will have one. Tokens reported in the last six months probably due to a case of reordering are the white metals of Petersburg, Va., Helena, Mont., and Goshen, Ind. There can be other cities who in the past used only zinc, steel, or brass, so if they come back into the use of tokens and not enough are on hand and a reorder necessary there may be a new metal variety. I am unable to see all tokens, so those having information on companies coming back into use of tokens please keep this in mind and observe the tokens once in a while.

There is also a new style in brand new tokens in the past year. Have noted 3 tokens of the 16mm size with a new style bus: Bristol, Conn.; Scranton, Pa.; Waynesburg, Pa. These have the type of bar as in the past but with new style bus. Then there seems to be a new style on top of this, and instead of the bus appearing in a bar, there are two semi-circle cutouts (on the 16mm tokens: Battle Creek school token & Bozeman, Montana. On 23mm: Rochester, Minn.) Then with the same type slots but without a bus are the 16mm and 23mm tokens of Trenton, N.J., and the Ridge Lines of McKeesport, Pa. Anyhow at least we know when this style of token originated.



Check List of Foreign Transportation TokensBy Roland C. AtwoodN O R W A Y

<b>Arendal 50</b>		
A WM Ov Sd	Aktieselskabet Kolbjorn Arendal (boat) (same as obverse)	\$1.00
<b>Bergen 100</b>		
A A Sq Sd	Bergens Sporvei (design) (trade mark)	.25
B o Bz 30 Sd	Stobe Koppar Bergsl. Pollet (design) 1765 (sunrise over mountain)	3.50
C o Bz 28 Sd	Stobe Koppar Bergsl. Pollet (design) 1790 (crest)	3.50
<b>Christiansund 200</b>		
A o WM Ov Sd	Christiansund Dampbaadssamlag (boat) 5 Ore	.75
B o B Ov Sd	Christiansund Dampbaadssamlag (boat) (blank)	.75
<b>Dagmar 225</b>		
A o K 15 Sd	Dagmar Tunnel 2 Ore. 2	.75
<b>Drammen 250</b>		
A S 20 Sq-so	A/S Trikken Drammen (same as obverse)	.20
<b>Oslo 800</b>		
A o WM Hx Sd	Kristiana Elektriske Sporvei (arms) Krnla Elektr Sporvei (oar)	.25
B o A Hx Sd	Kristiana Elektriske Sporvei (arms) Krnla Elektr Sporvei (oar)	.25
C o WM Ov Sd	KS (in monogram) Betalings - Maerke	.25
D o S Sq Ch	KS (in monogram) (same as obverse)	.25
E o A Sq Ch	KS (in monogram) (same as obverse)	.25
F o A Sq Sd	KS (in monogram) (same as obverse)	.25
G o S Sq Sd	KS (in monogram) (same as obverse)	.25
H o WM Sq Sd	KS (in monogram) (same as obverse)	.25

## Oslo 800 (continued)

I o B 17 Sd	Oslo Sporv. R. 1928 OS	\$0.25
	(same as obverse)	
J Bz 20 S-so	Oslo Sporveir (shades)	.20
	(same as obverse)	
K Bz 20 S-so	Oslo Sporveir (silver-plated)	.20
	(same as obverse)	
L Z 20 Sd	Oslo Sporveier OS	.20
	(same as obverse)	
M Bz 20 Sd	Oslo Sporveier S	.20
	(same as obverse)	
N B 20 Sd	Oslo Sporveier S (silver-plated)	.20
	(same as obverse)	
O VM 20 Sd	Oslo Sporveier S	.20
	(same as obverse)	

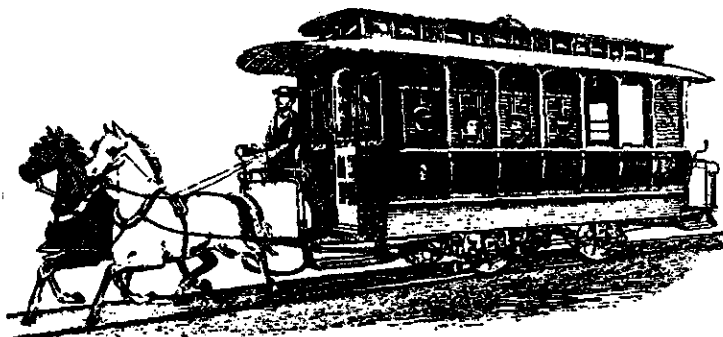
## Trondhjem 900

A o A Tr Sd	TS (in monogram)	.25
	(same as obverse)	
B Bz 20 Ch	Trondhjem Sporvei T	.20
	Trondhjem Sporvei S	
C Bz 20 Sd	Trondhjem Sporvei T	.20
	Trondhjem Sporvei S	

# THE FARE BOX

A Monthly News-Letter  
for Collectors of  
Transportation Tokens

Published by the  
American Vecturist  
Association



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P. O. Box 1204  
Boston 4, Mass.

VOLUME 7

MAY, 1953

NUMBER 5

The June issue of The Fare Box will be mailed out on the first of June, so it will be necessary to make the closing date for that issue May 25. This is necessary because the Editor will be leaving Boston on June 2. In that issue I shall give readers necessary information concerning my location or locations for the summer. At this writing, I am uncertain whether I shall spend most of the summer in Tacoma or in the South.

I have received a communication from Emzy Thompson, our Overseas Editor, in which he asks for copies of the following back-numbers of The Fare Box: all of Volumes 1, 2, 3, and 4, and all but Number 9 of Volume 5. Volume 6, Numbers 1 & 2. He also is interested in trading or purchasing tokens of the British Possessions and Asiatic tokens. The article in this issue on the history of London trams was sent in by Mr. Thompson.

We have heard through the grapevine that Chris J. Cook has broken up his collection, and that Ralph Freiberg was fortunate enough to obtain a good-sized part of it. Another collector who seems to be breaking up his collection is Harry C. Reynolds. We understand, however, that Mr. Cook intends to build another collection and hence will remain active. We also have heard that Basil Brandon was the lucky purchaser of the Geeson collection—the finest fare token collection ever built outside of the United States.

Mr. Ivan B. Cline seems to have done some successful exploring along the banks of the Wabash River, judging by the extraordinary New Discovery reported in this issue. I understand the zinc token, D, was the first one used, and that the three brass tokens came afterwards.

Mr. Carroll Morgan writes that he has a new mailing address, as follows:  
P.O. Box 12532 - Dallas 17, Texas.

Collectors will notice that the letter "q" is occasionally used in the Check List as a color for celluloid, vulcanite, fibre, or plastic, tokens. Until recently I was in the dark as to just what "q" indicated. Mr. Freiberg informs me that "q" means "ultramarine" which is a shade of blue. So now we have three different kinds of blue: azure, ultramarine, and just plain blue.

We hope to run a list of manufacturer's samples before long. If any reader has any of these which have never been listed in The Fare Box before, we'd appreciate having them listed to us, with rubbings if possible.

## PRICES REALIZED AT SEATTLE TRANSPORTATION TOKEN CLUB MAIL AUCTION OF APRIL 10

1. Ill 755 D.....	.45	29. Md 60 K.....	1.25	57. Pa 400 D.....	2.00
2. Iowa 150 B.....	1.75	30. Md 60 T.....	1.75	58. Pa 455 A.....	.30
3. Ky 510 AL.....	.50	31. Ohio 10 E.....	1.25	59. Pa 775 B.....	.66
4. Ky 510 BM.....	1.00	32. Pa 750 G.....	1.35	60. SD 760 A.....	2.50
5. La 520 A.....	.50	33. B.C. 900 F.....	1.25	61. NY 630 Ta.....	1.61
6. Md 560 A.....	no bid	34. Scotland 450 I..	1.10	62. Ky 510 P.....	2.25
7. Mich 370 D.....	1.31	35. Md 60 I.....	no bid	63. NC 670 A.....	no bid
8. NY 630 To.....	1.61	36. Md 60 K.....	no bid	64. NY 630 AB AC AD...	.75
9. Ohio 745 C.....	.60	37. Md 60 P.....	2.10	65. Calif 275 A.....	.50
10. Okla 860 L.....	.35	38. Md 60 S.....	no bid	66. Texas 145 B.....	1.51
11. Pa 320 A.....	3.10	39. Md 60 T.....	no bid	67. Texas 145 A.....	no bid
12. Va 620 H.....	1.80	40. Md 60 U.....	2.55	68. Tex 18 diff.....	2.25
13. Va 620 L.....	.60	41. Md 60 Y.....	no bid	69. Utah 11 diff.....	1.40
14. Wis 500 C.....	no bid	42. Md 60 AA.....	no bid	70. Va 11 diff.....	1.25
15. DC 500 Ha.....	1.25	43. Md 60 AB.....	no bid	71. 10 diff 16mm.....	1.25
16. DC 500 Hb.....	1.25	44. Md 60 AM.....	2.00	72. Ont 860 A.....	no bid
17. DC 500 M.....	.60	45. Md 60 I.....	no bid	73. Mo 860 C.....	2.05
18. Manitoba 200 B....	.30	46. Cal 515 A.....	no bid	74. England 6 diff.....	1.00
19. B.C. 800 B.....	1.25	47. Ohio 535 D.....	no bid	75. Denmark 2 diff...no bid	
20. Nova Scotia 850 C.	.30	48. Pa 575 D.....	1.35	76. Pa 750 AD.....	no bid
21. Pa 15 B.....	4.15	49. Wash 10 A.....	.60	77. Pa 750 G.....	no bid
22. N.S. 450 A.....	no bid	50. Cal 815 B.....	no bid	78. 10 diff.....	1.25
23. B.C. 800 B.....	no bid	51. Wis 500 B.....	no bid	79. Neb 540 P.....	no bid
24. Ont 135 A.....	1.25	52. Wis 500 C.....	1.05	80. Pa 10 B.....	.50
25. China.....	.60	53. NY 780 C.....	1.75	81. Iowa 300 D.....	.65
26. B.C. 800 A.....	no bid	54. Pa 70 B.....	.35	82. Ill 130 C.....	1.00
27. Md 60 J.....	no bid	55. Pa 70 C.....	.35	83. Tex 145 B.....	no bid
28. Md 60 J.....	no bid	56. Pa 400 C.....	2.00	84. 44 diff Germany....	6.00

It will be noted from the above prices realized that good tokens continue to bring high prices, generally above the quoted valuations in the Check List. Lots 15 and 16 brought particularly high prices for these tokens. In the cases where "no bid" is indicated, it means that the "minimum reserve bid" was above what anyone cared to offer for the token. For example, the minimum reserve was \$4.00 in the case of lot 76. In one case, however, a token having no reserve received no bid, this being lot 14. The same token brought \$1.05 in lot 52, over a reserve of a dollar. A number of the tokens were worn or damaged, to wit: lots 4, 13, 41, 46, and 60. Total realized from the sale was \$76.00. There were sixteen bidders, 14 of whom were successful. The average bid was \$1.10.

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## ADDITIONAL CORRECTIONS IN THE NEW CHECK LIST

Michigan 375 C should be S-so, not Sd. Missouri 910 O should be "St. Louis, Mo. on reverse, not St.L.P.S.Co. New York 630 AH and AL do not have bus on either side. 630 AL should be deleted. Pennsylvania 605 B - add (diamonds & no diamonds). 750 O - change RY to R'Y. Virginia 620 C J K all should have (So). 620 D - on reverse it should be "token", not "ticket." Minnesota 70 C has "(bus)" on both sides. Wisconsin 420 A - obverse reads C. HERZOG MANITOWOC WIS. (So). Change Hotel to "House" on reverse.

\*\*\*\*\*

The College Avenue Line of the Indianapolis Railways ends it all. It has been replaced with buses, which later in turn will be replaced by trolley buses. The 86-year-old streetcar line was the last trolley car line to operate in Indiana.

- Ivan B. Cline

## A BRIEF ACCOUNT OF THE TRAMCAR IN LONDON

The withdrawal from service of London's remaining trams, on the night of July 5/6, 1952, marks the closing of a chapter in the capital's transport history which began nearly a century ago. It was in March, 1861, that George Francis Train, an American, opened his Marble Arch Street Railway with a horse-drawn single-deck tramcar along the Bayswater Road between the Marble Arch and Porchester Terrace, and demonstrated to Londoners a method of locomotion which had gained a firm foothold in his own country and which he had introduced this side of the Atlantic in the previous year at Birkenhead. The first passenger to board this pioneer London tram was said to be George Cruikshank, the artist. Stimulated by the apparent success of his venture, Train also opened the Westminster Street Railway along the Victoria Street, and the Surrey Side Street Railway from Westminster Bridge to Kennington. The nomenclature of these early companies may appear somewhat grandiose today, but Train faced the future with complete confidence; few Londoners could afford a carriage and the horse buses of the day were uncomfortable and their conductors uncivil. He therefore counted on the support from the millions who could have 'at his expense' the use of a pair of greys and an elegant carriage large enough for their entire family for twopence each. "I cannot," he said "think that anyone would wish to throw any impediment in the way of introducing so great a luxury as the people's carriage."

But the rails he had lain protruded above the roadway, to the justifiable annoyance of other road users, and within a very short period he was ordered to remove them. His Birkenhead tramway and another he had laid in the Potteries were saved from extinction only by the timely substitution of flat grooved rails for the original "step" rails. London's roads were comparatively good and horse buses and horse cabs plentiful so the need for tramways appeared less urgent in the capital than elsewhere. There advocates therefore retired temporarily into the background. In 1868, however, an act of Parliament was passed which authorized a passenger tramway in Liverpool and the next year sanction was given for the following in London: the Metropolitan Street Tramway from Westminster Bridge to Kennington, Brixton and Clapham; the Pimlico, Peckham and Greenwich Tramway from Greenwich to Vauxhall, and the North Metropolitan Tramway along the Whitechapel, Mile End and Bow Road. All came into operation in 1870; the first two amalgamated almost immediately as the London Street Tramways Co., which entered the field in 1871 with lines in Holloway and Kentish Town.

The passage of the Tramways Act of 1870, which amongst other things empowered local authorities to arrange for the working of tramways in their areas with an option to purchase after 21 years, led to a spate of new schemes. Within six years, 61 miles were opened and plans were prepared for others in districts as dissimilar as Piccadilly and Regent Street on the one hand and the city's narrow streets on the other. In wealthier districts, however, the local authorities' power of veto under the 1870 Act was invariably exercised. Trams, therefore, never ran in the West End of London; Train's ill-fated Marble Arch venture was an exception and may be regarded as a mark of his supreme optimism for it is unlikely that the residents of Bayswater looked upon it as anything but a novelty. In the city, initially because of pressure by the police authorities, the Corporation withheld approval to tramways penetrating their boundaries for many years. Economists of the period no doubt realized (if enthusiastic promoters did not) that tramways, with their inflexibility and heavy traffic were both immediately available and assured for years to come. In predominantly working class districts, therefore, the horse tram soon became firmly established and can be said to have developed cheek by jowl with the horse bus. Each, of course, had its adherents; the railroad vehicle gave a smoother ride in those days before the advent of the pneumatic tire and also, an important innovation, provided early-morning journeys, but perhaps partly because of this very fact or because parcels could be carried on its commodious platforms, or even because it had been dubbed 'the people's carriage' tram travel was regarded by many as undignified. In one district at least, however, the coming of the tram was considered a good thing, for it was said to have raised property values by 40%. That was in Battersea, but no doubt applied equally elsewhere. It is also not without interest

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that in those early days the novel opinion was publicly voiced that the tram was a good influence in that it saved the working man money by carrying him past the public houses!

In 1876 came the western suburbs' first tramway, between Acton and Shepherds Bush; operated by the Southall, Ealing and Shepherds Bush Tram-Railway Company, another grandiose title, it was taken over by the West Metropolitan company, fore-runner of London United Railways.

Each year brought a new 'first'. 1879 saw the first trams in Croydon, 1880 in Bermondsey, 1881 in the northern suburbs, and so on. The most important of the pioneers was the North Metropolitan company. From their  $9\frac{1}{2}$  miles of lines (over which in their first year of operation they ran  $2\frac{2}{3}$  million car miles and took 44,000 Pounds in fares from some five million passengers) they had extended the system within six years to over 30 miles of routes and were carrying 27 million passengers over  $3\frac{1}{2}$  million car miles, whilst their receipts had jumped to 230,000 Pounds a year. But even the North Metropolitan company had to look to an omnibus company to supply and maintain their horses. For this they paid the London General Omnibus Company 6  $\frac{3}{4}$  pence per car mile; when it is realized that each tramcar needed a stud of eleven horses and that the average life (working life) of a tram horse was only four years, it is not surprising that, from the start, a method of traction other than horsepower was being ardently sought by the tramway promoters. The first attempts at mechanical power were in the nature of tractors. In 1871 Loftus Perkins patented his so-called steam 'tram horse', tried out a little later and followed by a trial run of John Grantham's steam-operated tramcar, whilst 1877 saw experiments with compressed air tractors. The government was by now being urged to legalize the use of mechanical power and in that year a Select Committee of the House of Commons reported favorably on the matter. During the next few years various experiments were conducted with battery locomotives until, in 1883, came the first self-contained electric tramcar--a battery-operated horse car operated for one day only by the West Metropolitan company.

In the following year Clifton Robinson inaugurated his steam-operated cable tramway on Highgate Hill, the first in Europe although followed by another on Brixton Hill. In addition to these cable cars, the late 1880's saw regular services running with three different types of mechanically propelled tramcars (to the exclusion of horse drawn cars), namely steam and compressed air in North London and electric battery cars along the Barking road. The latter ran for as long as three years. By 1891 so many companies controlled London's tramways that the newly created London County Council decided to achieve coordination within their area by exercising purchasing powers under the 1870 Act. Powers to operate tramways were granted to the Council in 1896 and by 1909 they had bought up 113 miles of tramway, half north and half south of the Thames, or practically all lines within the county. These included the whole or major part of the systems of two of the 1870 pioneers--London Tramway and North Metropolitan, as well as those of ten other companies and a local authority.

With the turn of the century came London's first regular electric tram service with an independent power supply. In this respect the capital lagged behind the rest of the country, although the comment of a newspaper of 1899 that "these smooth gliding horseless cars are to be seen almost everywhere but in London" was somewhat exaggerated. In 1900 the London County Council had obtained powers to electrify, but the honor of having the first service in operation fell to London United Tramways whose electric system designed and constructed by Clifton Robinson (whose taste for tramways doubtless stemmed from his experience as office boy to Train forty years earlier), opened in April of 1901, two years or so before the first London County Council route. The electric tram certainly brought fresh problems--that, for example, of whether to install unsightly overhead wires, expensive conduits, or potentially dangerous contact studs being resolved largely by adopting conduit systems for the inner districts and overhead wires elsewhere. But the electric tram also brought more--it brought to built-up areas smooth, speedy and convenient travel.

(to be continued)

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Supplement to Atwood's Check List

By Ralph Freiberg

CALIFORNIA

Glendale 320 (reported by Floyd O. Barnett)

GLENDALE CITY LINES, INC.

I WM 16 G Good For One Fare (bronze plated) \$0.15

INDIANA

Mount Vernon 650 (reported by Ivan B. Cline)

MACKEYS FERRY O.N. FRETAGEOT PROP. WABASH RIVER

A o B 24 Sd Good For 10¢ In Ferriage 1.00

B o B 29 Sd " " 25¢ " " (So) 1.00

C o B 00 Sd " " 50¢ " " (32mm) 1.00

MACKEY'S FERRY

D o Z 28 Sd Good For One Way (So) 2.00

IOWA

Clinton 230 (reported by Ralph Freiberg)

PETTIT BUS LINE (BUS)

M WM 20 Bar Good For One Fare (bus) .15

LOUISIANA

Baton Rouge 80 (reported by Morton Dawson)

BATON ROUGE BUS CO, INC. B

A WM 16 Ball Good For One Fare B (3 slots) .15

MINNESOTA

Minneapolis 540 (reported by Floyd O. Barnett)

TWIN CITY MOTOR BUS CO. TC

Y WM 23 Ball Good For One Fare TC .20

NEBRASKA

Ralston 800 (reported by Frank C. Greene)

RALSTON BUS CO. RALSTON, NEBR.

C WM 16 R Good For One Zone Fare .15

NORTH DAKOTA

Fargo 260 (reported by Floyd O. Barnett)

NORTHERN TRANSIT COMPANY (BUS)

I Bz 23 Ball Good For One Fare (bus) (2 out-outs) .15

PENNSYLVANIA

Philadelphia 750 (reported by Ralph Winant)

PHILADELPHIA PTC (WINGED EMBLEM)

AR B 16 Sd Good For One Fare PTC (winged emblem) .15

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REPORT FROM EUROPE

Munich Tramways. In Munich there are various styles of trams which are being replaced by a streamlined type similar to those in St. Louis, but more advanced in design. They have fluorescent lighting and automatic entrance-exit doors. The trailer is the same. Diamond shaped contact to wires, single seat one side, double seat the other. Third class is wooden seats, 2nd class, upholstered seats. There are two types of 1918 wooden trams in use, one is square, reminding you of a gypsy wagon; the other tapers off at one end. The wagons are short and have spoked wheels with gasoline lighting in main car of the trailer. When the trailer is loaded, it rocks back and forth. Tokens were used 1900-1916, called in for the war. I went to every antique shop in Munich and couldn't find any. The people remember them; they were called "munze fur strassenbohret" or "money for trams." Trolley buses & gas buses are also used here.

- Emzy L. Thompson, Jr.

Tokens for sale or trade: Ariz 640 B 10¢. Ark 480 R 10¢. Calif 575 F 10¢, L 10¢, 715 H 10¢, 745 H 10¢, J 15¢, K 10¢, 760 D 10¢, F 10¢, 835 A 10¢, 945 C 15¢. Stamped envelope please.

M. B. McRobie - 1073 Pitkin Avenue - Akron 10, Ohio

For sale or trade - Indiana 650 A B C D, a recent find of the old Mt. Vernon, Ind., Mackey's Ferry tokens. A B and C at \$1.00 each. D at \$2.00. Please send stamped envelope.

Ivan B. Cline - 911 West Michigan Street - Evansville 11, Ind.

For sale - Ky 370 A, 25¢. Ky 370 B, 25¢. Alaska 300 E, 35¢. 4 of each left.

Morton Dawson - 285 Price Blvd. - West Hartford 10, Conn.

For sale - about 700 tokens. Send your want-list and I will try to fill it. First come, first serve.

Harry Reynolds - 1025 Morgan Avenue - Drexel Hill, Penna.

For sale or trade (for tokens we can use): Mich 750 A & B, 15¢ each. Minn 540 new token, Twin City Motor Bus). Minn 680 C E F at 15¢ each, H 10¢, 720 A 10¢, 750 M (2 var) 15¢ each, 820 E and F at 15¢ each, 980 D at 10¢. Ore 500 A at 10¢. Wisc 230 A at 15¢. Enough for all. Please send stamped envelope.

Floyd O. Barnett - 6048 Stevens Ave. - Minneapolis 19, Minn.

For sale: Ky 85 E, 30¢, 85 F, 15¢. Mo 910 K, 25¢. Pa 10 E, 15¢, 65 M, 15¢, 145 A 10¢, 525 O, 15¢, 675 A, 20¢, 840 G, 15¢. Va 580 S, 10¢. DC 500 J, 35¢. Please send stamped envelope.

William E. Eisenberg - 2717 West Carson Street - Pittsburgh 4, Penna.

#### A MESSAGE FROM THE PRESIDENT

To my fellow vecturists, greetings. By the time this issue of The Fare Box reaches you, it will be time to start thinking of that summer vacation. I sincerely hope that each of you will include the A.V.A. meeting at Pittsburgh on your vacation trip. This promises to be the largest gathering of vecturists in the history of our organization. Come and bring the entire family, and meet your fellow members.

Recently I had a letter from Mr. Harry C. Bartley of Pittsburgh informing me that the Pittsburgh group had selected him as Chairman of the arrangements for the A.V.A. meeting. I know that this Pittsburgh group will go to an awful lot of trouble to make this meeting a great success. They have prepared a questionnaire to be sent to each member. This questionnaire will give them a lot of information as to number of persons expected, etc., and I hope that each of you will fill out and return it to Mr. Bartley.

Since this promises to be a very large gathering of vecturists, I would like to ask each of you who will attend to fix up a display frame or two with your favorite tokens, U.S. and foreign, and bring them with you. There are many tokens in your collections the rest of us have never seen. I am sure the Pittsburgh members will provide an ideal place for the meeting and our displays. Such displays would give us quite a bit of publicity, so come on fellows, let's have a frame or two of those oldies.

If nothing else happens down this way, my family and I will be looking forward to seeing each of you around August 1st and 2nd at Pittsburgh. Until then we trust all of you will have a most pleasant summer, and add a lot of good tokens to your collections.

Fraternally yours,

EROY L. KIMMONS, President  
American Vecturist Association



Check List of Foreign Transportation TokensBy Roland C. Atwood

## D E N M A R K

## Aarhus 50

A o WM 20 Sd	Aarhus Aabyhoj Braband O. Jensen Aabyhoj	\$0.20
B o WM Tr Sd	Aarhus Aabyhoj Braband Oskar Jensen Aabyhoj	.20
C o WM Ob Sd	Riis Skov (trade mark)	.75
D WM 19 Sq-so	Aarhus Elektriske Sporvej (trade mark)	.20
E WM 19 Sd	Aarhus Elektriske Sporvej (trade mark)	.20
F WM 19 Sq-so	Aarhus Elektriske Sporvej (trade mark)(spacing varieties)	.20
G WM 19 Sd	Aarhus Elektriske Sporvej (trade mark)(spacing varieties)	.20
H WM 18 Sd	Aarhus Elektriske Sporvej (trade mark)	.20
I WM 22 Sd	Aarhus Elektriske Sporvej (wheel)(So) (trade mark)	.20
J WM 22 Sd	Aarhus Sporvej (wheel)(So) (trade mark)	.20
K Z 19 Sq-so	Aarhus Sporvej (wheel) (trade mark)	.20
L B 15 Sd	Aarhus Sporvej (wheel)(So) (trade mark)	.20
M WM Ov Sd	Aarhus Kongsvang Rosenvang (die varieties) (same as obverse)	.20
N WM Ov Sq-so	Aarhus Kongsvang Rosenvang (same as obverse)	.20
O WM Ov Sd	Aarhus Kongsvang Rosenvang CO (same as obverse)	.20
P WM Hx Sd	Aarhus Kongsvang (same as obverse)	.20
Q WM Hx Ch	Aarhus Kongsvang (same as obverse)	.20
R A Hx Sd	Aarhus Kongsvang (same as obverse)	.20
S A Hx Ch	Aarhus Kongsvang (same as obverse)	.20
T B Hx Sd	Aarhus Viby (20mm) (same as obverse)(2 var: lge & sm letters)	.20
U B Hx Ch	Aarhus Viby (20mm) (same as obverse)	.20
V B Hx Ch	Aarhus Viby (19mm) (same as obverse)	.20
W Z 20 Sd	Aarhus Viby (19mm) (same as obverse)	.20
X WM 20 Sd	Veljby Riisskov OS (same as obverse)(2 var: ring of dots, and no dots)	.20
Y WM Ov Sd	Veljby Riisskov OS (same as obverse)	.20
Z WM 19 Sd	Veljby Riisskov OS (same as obverse)	.20
AA B Sq Sq-so	Aarhus Aabyhoj Aaby Bilrute (same as obverse)	.20
AB B Sq Sd	Aarhus Aabyhoj Aaby Bilrute (same as obverse)	.20
AC B Ob Sd	Kaserneboulev. Stadion (same as obverse)	.20

## (42 - page 84 - May 1953)

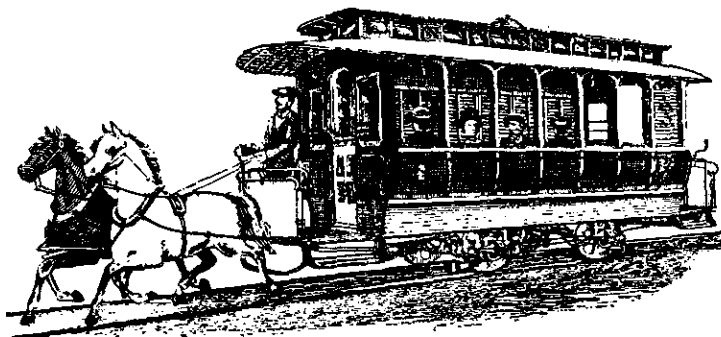
AD	B	Ob	Ch	Kaserneboulev. Stadion	\$0.20
				(same as obverse)(2 var: regular & incuse letters)	
AE	B	19	Sd	Randers Omnibiler	.20
				(same as obverse)	
AF	B	19	Ch	Randers Omnibiler	.20
				(same as obverse)(2 var: lge & sm letters)	
AG	B	19	Ch	Aarhus Fredensvang Kongsvang	.20
				(same as obverse)	
AH	B	Tr	Sd	Aarhus Højbjerg Saralyst	.20
				(same as obverse)	
AI	WM	18	S-sc	Aarhus Sporveje	.20
				(same as obverse)	
AJ	B	19	T-sc	Aarhus Sporveje	.20
				(same as obverse)	
AK	WM	18	Sd	Aarhus Sporveje	.20
				(same as obverse)	
AL	B	18	Sd	Aarhus Sporveje	.20
				(trade mark)	
AM	WM	19	Sd	Aarhus Sporveje	.20
				(trade mark)	
Copenhagen 100					
A	B	23	Sd	H Z	.20
				10 Orer I Varer (merry go round)	
Fredriksbjerg 250					
A o B	19	Ch		Fredriksbjerg Trojborg	.20
				(same as obverse)(2 var: 2½ and 4½ mm hole)	
B o B	19	Sq-sc		Fredriksbjerg Trojborg	.20
				(same as obverse)	
C o B	19	Sd		Fredriksbjerg Trojborg	.20
				(same as obverse)	
D o B	Ov	Sd		Fredriksbjerg Trojborg	.20
				(same as obverse)	
E o B	Ov	Sd		Fredriksbjerg Trojborg H.C.B.	.20
				(same as obverse)	
Odense 700					
A o K	Sq	Sd		A/S. Odense Elektriske Sporvej	.20
				5 Ore	
B o WM	Ov	Sd		A/S. Odense Elektriske Sporvej	.20
				10 Ore	
C o WM	Ov	Sd		A/S. Odense Elektriske Sporvej	.20
				(same as obverse)	
D o B	22	Sd		Odense Omnibus A/S (So)	.20
				(same as obverse)	
E	B	22	Ob-sc	Odense Omnibus A/S (So)	.20
				(same as obverse)	
F	A	22	Sd	Odense Omnibus A/S (so)	.20
				(same as obverse)	
G	Z	Ov	Sd	Odense Sporvej	.20
				(same as obverse)	
H o K	23	Sd		Odense Dampkjakken (ferry token)	1.00
				1859 (crest)	

# THE FARE BOX

A Monthly News-Letter  
for Collectors of  
Transportation Tokens

Published by the  
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VOLUME 7

JUNE, 1953

NUMBER 6

## WILLIAM LIDDELL

It is with a deep sense of sadness that I must report the passing of William Liddell, A.V.A. 120. At the time of his death he was 46 years old, engaged in the theatre business as a projectionist. He loved pictures, and passed away on the job in the projection room at Victoria, Texas. He volunteered for service on April 13, 1943, and was assigned to the 9th Army Air Force. He served in Europe in the battles of Normandy, Cherbourg, Ardennes, and the Rhineland. After the Victory he was placed in charge of a group of Italian civilian prisoners. Mr. Liddell was the first collector with whom the Editor had any correspondence, back in February and March of 1943. He leaves quite a large collection, which his Mother hopes to sell, inasmuch as none of the family are interested in continuing with it.

The Editor of The Fare Box will leave Boston on June 3 for Camp Hill, Alabama. However, all correspondence should continue to be sent to the Boston address. From here it will be forwarded to my permanent address for the summer, which is still uncertain. In the July issue of this news-letter, my permanent address will be given. While in the South I hope to investigate a number of leads on old tokens--not only for additions to the collection, but also for interesting articles. Please continue to send articles, for we need them.

I shall return to the State of Washington during the third week of August, and hope to visit collectors in Los Angeles and San Francisco on the way. In the middle of September I shall return to Boston. It does not appear likely that I shall be able to attend the Pittsburgh convention--which promises to be the best convention yet held by the A.V.A.

Along with this issue collectors will receive a questionnaire concerning the Pittsburgh convention. We sincerely hope that every collector will fill it out and mail it to Mr. Bartley.

Our overseas editor is really building up a collection of the old foreign tokens. Recently he acquired the Melbourne & Metropolitan Tramways token, of Melbourne, Australia. He reports that it was used from February 13, 1922 until May 1, 1926. After that date, all on hand were destroyed, and the token is quite rare. There are still many really rare foreign tokens sitting around tramways offices all over the world, and those who write first will be well rewarded.

### A.V.A. AUCTION RULES

1. Auctions shall be conducted by the American Vecturist Association through an Auction Committee appointed by the President. Such auctions shall be conducted at such times and places as the Committee may decide, and notice thereof shall be given to the members of the A.V.A. by timely publication in The Fare Box. Such notices shall specify lot numbers, the contents of each lot by Atwood Check List designations, and the latest check list valuations of each lot. The condition of all material shall, unless otherwise noted, be understood to be fine or better.

2. Material for said auctions, acceptable to the Committee, may be submitted by any member of the A.V.A., who shall lot the same in a manner acceptable to the Committee. All such material shall be sold without reserve or minimum bid. The consignor shall receive the proceeds realized, less ten per cent retained by A.V.A. as its commission.

3. Bids shall be made by mail only, and shall be contained in a postpaid envelope addressed to the designated person and place. Said envelope shall have on its face the following: "A.V.A. Mail Auction Bid." Bids may be submitted by members only. Bids shall be by lot and not by piece. No "buy" or "unlimited" bids shall be accepted. All bids received shall be opened at the designated time and place by the person to whom they have been addressed, in the presence of at least one other member of the A.V.A. Any members present shall have the privilege of examining any or all bids submitted for that auction.

4. Lots shall be awarded to the highest bidder, and in the event of a tie, to the bid bearing the earliest postmark. It shall be understood that by making bids, a member agrees that he will promptly pay for all lots for which he is the successful bidder, plus actual cost of mailing and insurance. The purchaser shall not be required to pay any commission or service charge.

5. The results of each auction shall be published in The Fare Box as soon as possible thereafter, giving lot numbers and the amount of the respective successful bids.

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#### A TOKEN FROM THE RUSSIAN ZONE OF GERMANY

By Emzy L. Thompson

(FB Editor's note: Mr. Thompson recently sent me the token from Erfurt, Germany (Germany 270 A), which is described as follows: Fm 24 Sd Erfurter Strassenbahn/Widerruf Vorbehalten Gut Fur Eine Fahrt. Here is Mr. Thompson's account of how he obtained the tokens:)

Enclosed is a German token for listing. The man that sent it lives in the Russian Zone, and is a postal inspector for the German postoffice. He intercepted my letter to the tram office in Erfurt, and answered it from West Berlin. He stated it was forbidden to write to anyone in the Western Zone, so he mailed the token from a friend in the Western Zone. He says he will try and get more for me from other cities in the Eastern Zone of Germany. This token was in use on May, 1910; it was the first electric tram, and they were given to members of the City Council to ride free of charge. Later in 1910 they had a metal brass half fare for school kids. He is also going to see if he can get some of those for me. The token I am enclosing is made from leather. It is in very good condition.

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Mr. Thompson also reports the existence of a hitherto unknown token from Budapest, Hungary. He says "our tailor is from Budapest and told me what it was." The token is A 16 Ch Valtojegy BS2KRT/1943. Apparently it was issued during the war. Obviously an extremely rare item.

PITTSBURGH DISTRICT NOTES

By Harry C. Bartley

The regular quarterly meeting of Pittsburgh District Token Collectors was held on Sunday afternoon, February 22, 1953, at the regular headquarters, room 1208, House Building. Originally scheduled for January, this meeting had been postponed awaiting the issuing of the new catalog. Those attending were Bill and Corinne Black, Bill Eisenberg, and your reporter. John Mackie was unable to attend as he explained the next day because he was pacing the floor at the hospital. As it turned out John has added another future member to AVA and also another John Mackie (not Junior, though, we understand). Congratulations, John, from all of us (and where is my cigar?)

Our members all agree that the new catalog was worth waiting for. Everyone connected with it has a right to feel proud of a job well done. Needless to say most of the meeting was taken up with checking and comparing new listings, and several tokens were traded off. The real business of the meeting, however, was our part in the coming convention. It was agreed that member Harry C. Bartley (alias ye correspondent) act as chairman of the Convention group, subject to approval of the national officers, and that he consider and submit plans of procedure to both the local and the national officers. This he has done to some degree as a start. His first idea was a questionnaire, a copy of which you will find enclosed with this issue of The Fare Box. Please read this carefully, fill in and return as noted. It will be the start toward getting the convention rolling. Other plans and suggestions were discussed, but at present I will not mention them as many kinks must be ironed out. All plans adopted will be released to the members in due time. So remember the motto for '53...."Come on...leave the rest to us."

For the fourth consecutive year your reporter managed to play Santa to the family doctor; this time he ran a Christmas tree limb in his eye. Not serious but nasty, and at such a time (no office party for one). He is considering celebrating Russian Christmas next year.

John Mackie exhibited frames of tokens at the Model Exhibit of the Pittsburgh Electric Railway Club January 23 and 24, 1953. He was congratulated on his exhibit by quite a few persons, one of whom was an official of Pittsburgh Railways Company. Again your reporter was chairman of the Exhibit and succeeded in getting the exhibit (and himself) filmed and shown on television, via a local news program. The exhibitions, etc., were also mentioned in the district newspapers.

Sorry to report that sickness in the Mackie family prevented John from joining in plans which culminated in the Pittsburgh Electric Railway Club bringing car 832 (the only remaining West Penn Railways trolley in running condition) from Charleroi to Ingram, Sunday May 10. About 60 miles via interurban line which is unusual these days. Your correspondent made the trip of course.

Look up item 93 on page 2 of "Errata" (Pa 765 X - obsolete). It is an error in itself, but an interesting story is connected with it. The Pittsburgh Railways applied for and secured an increase in rates, thus making X obsolete as noted. However the city by sharp legal maneuvers has blocked the raise several times now, so X is sitting on the fence not knowing which way to fall. Strangely enough the person primarily responsible for this condition of X plain or o is a Miss Anne X. (yes that is right, "X") Alpern. Page Ripley.

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SAMPLE, FREAK, OR WHAT?

Mr. Greene reports (and sends a rubbing) of the following token. If anyone can shed light on it, such information will be welcome:

B# 23 F-80      Good For One Fare  
                    Good For One 25¢ Fare

For sale or trade (for tokens I can use) - Kans 940 H & I - Jayhawk Bus Lines  
Army Air Base Topeka - Good For One Fare - in brass and zinc. 15¢ each plus  
stamped envelope.

Harold Ford, Jr. - Box 211 - Wadsworth, Kansas  
For sale - Ga 200 A, 20¢. Ga 240 A, 25¢. N.J. 20 E, 15¢. Va 620 T, 15¢. Have  
5 of each. Please enclose stamped envelope.

Morton Dawson - 285 Price Blvd. - West Hartford 10, Conn.  
For sale or trade: W. Va. 200 C, 25¢. Va 580 Q, 20¢. Hawaii 240 C, 10¢. Alaska  
450 A, 15¢. Wash 780 B, 20¢. Wash 780 E, 20¢. Wash 780 K, 50¢. Mo 370 E, 25¢.  
Mo 910 C, 10¢. Mo 910 E, 10¢. Stamped envelope please.

M. B. McRobie - 1073 Pitkin Avenue - Akron 10, Ohio  
Correction for May ad: Mich 750 A & B 15¢ each; Minn 540 Y 20¢ each, 680 C D F  
15¢ each, H 10¢ each, 720 A 10¢, 760 L (2 var) 15¢ each, 820 E F at 15¢ each and  
980 D 10¢ each. Ore 500 A 10¢ and Wisc at 15¢ each. Stamped envelope please.  
Floyd O. Barnett - 6048 Stevens Ave. - Minneapolis, Minn.

# FROM THE PACIFIC NORTHWEST

By Donald B. Johns

A few months having slipped by since my last attempt at writing a Fare Box  
"col-yum" and my readers (if any) having had time to forget or forgive me for it,  
I'll try again. So, to all you crazy kids out there, greetings from the STTC!  
Seattle's token club located among the "palms" of beautiful Pike Street and a  
stone's throw from the booming Pacific surf. Well, anyway, a stone's throw from  
the Pacific Fish Company's wharf on the waterfront (let's not quibble on trifles).  
Having been on jury service a month I'm almost afraid to write anything: if I  
state anything as a positive fact, I may be called upon to prove it, and if I say  
"I think" then my words will be disregarded as hearsay or looked upon as a ding-  
busted falsehood, or worse! However all writers and "would be-ers" realize this  
fact, so without further ado, I'll get on with the "ool-yum."

STTC has decided to ignore the Washington State Fair this year and, instead,  
concentrate on showing our tokens at the smaller but more appreciative district  
hobby shows. August Nilson exhibited part of his fine collection to the visiting  
"brass" of the Bell Telephone System and received high praise for his efforts. He  
also got a few afternoons off from duty: (that's what I liked best about my Jury  
service, 30 days of vacation from the salt mines--West Queen Anne Bus).

Paul Fouts, our 'overworked' secretary has completed his auction work and plans  
to take it easy until next Spring. Ha! He should dream such dreams! Even now,  
brothers Carlson and Jefferson are cooking up fresh ideas that will keep him busy  
until next September, or longer. As Mary Lake so quaintly puts it: "a club's  
either got to forge ahead or drop behind." "As loyal members of old STTC we mean to  
keep forging ahead, even if it takes every pint of plasma in our Sec's body to do  
it!" Yes, Sir! Besides, P. Fouts has been acting up pretty high and mighty, ever  
since he came out of his company golf tournament with a 78: hard to live with and  
all that sort of thing.

R. Freiberg (young Roland) plans to visit us in a couple weeks. We are count-  
ing the days till we meet the "Old Master's" star pupil in person. Ralph also says  
he may be able to visit us again when J. Coffee gets here in August. Boy! That  
seems to be too much for even a STTC member to comprehend, but maybe we were born  
lucky, or just live right.....? Well, that's about all from here, so, we'll be  
seeing you!

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Mr. Cline reports that streetcars will no longer be running in Washington, Pa.  
The Pennsylvania Public Utilities Commission has given permission (March 16) to  
Pittsburgh Railways to abandon three local streetcar lines in Washington.

ILLINOISDogtown 208 (reported by Ivan B. Cline)

DOGTOWN FERRY ROUTE 62

A o A Rt Sd	Good For 1 Way on Ferry (curved rectangle 23x31mm)	\$3.50
B o A Rt Sd	" " " " Car	2.00

NEW YORKManhattan 630 (reported by Albert Field)

AVENUE B &amp; EAST BROADWAY TRANS. CO.

AP WM 16 Sd	Transfer Exchange (gun metal plated)	.10
AQ WM 16 Sd	" " (red enameled)	.10

PENNSYLVANIAPhiladelphia 750 (reported by Albert Field)

PHILADELPHIA PTC (used from 1946 to 1949)

AS B 23 Ball	Good For One Fare School Children Only PTC	.10
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SOUTH DAKOTAMitchell 680 (reported by Ralph Freiberg)

MITCHELL TRANSIT BUS FARE

A WM 16 M	Good For One Fare	.15
B WM 20 M	" " School Fare Only	.10

WISCONSINMadison 410 (reported by R. K. Frisbee)

MADISON RYS. CO.

H B 21 Tr-so	One 5¢ Fare	1.00
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## A MESSAGE FROM THE PRESIDENT

To My Fellow Vecturists, Greetings. Some time ago I contacted Mr. Harry Bartley of Pittsburgh and asked his help, along with other Pittsburgh members, to conduct our A.V.A. auction. I have just received his acceptance along with Bill Eisenberg, John Mackie, and Corinne Black.

I am asking Mr. Coffee to publish again the A.V.A. auction rules. All auction material shall be sent to Mr. William E. Eisenberg - 2717 W. Carson St. - Pittsburgh 4, Penna. Kindly mark your envelope A.V.A. Auction Bid, and do not enclose any personal correspondence. Auction material should have a minimum bid, in order to avoid errors of the past, where several \$1.00 listings went for 10¢ or 15¢. Material shall be sent at the risk of the consignor.

It was suggested that this auction be held at our Pittsburgh meeting, but this would not give our entire membership a chance to bid.

It is suggested that anyone having auction material send it at once to Mr. Eisenberg, insured. The auction committee shall list all tokens in the July Fare Box. All bids must be in the mails by midnight August 20. Results of the auction will appear in the September issue of The Fare Box.

Fraternally yours,

EROY L. KIMMONS, President  
American Vecturist Association

# ADDITIONAL CORRECTIONS TO THE NEW CHECK LIST

It may appear to collectors that there is interminable amount of corrections to the New Check List. Nevertheless, such a vast work will always contain quite a number of errors. We are doing our best to make it as close to perfect as possible. Here are some corrections sent in by Mr. Freiberg:

1. Calif 450 D - die varieties in shape of dots around edge of obverse.
2. Calif 715 L - large and small heart (2 varieties).
3. Colo 260 C - 2 var - dot & no dot after "children" on reverse.
4. Colo 860 C - 2 var - large & small star.
5. Conn 560 E - 2 var - large & small letters on reverse.
6. Ill 350 C - 2 var - dot & no dots on reverse.
7. Ind 860 H I J - should read "No. Indiana Trans. Inc. So. Bend" on obverse.
8. Kans 940 C D E - should read "The Kansas Power and Light Company Topeka" on obv.
9. Ky 10 F - 2 var - wide & narrow slots.
10. Minn 540 B - should be 23mm.
11. Neb 540 K - should read "Ford Delivery Co." on rev., not "for Delivery Co."
12. Neb 800 A - 2 var - dots around edge & circle around edge.
13. NJ 20 A - should be 29mm.
14. NY 615 A B C - there should be a hyphen (-) between Newburgh and Beacon.
15. NY 630 O - is solid, not Pc.
16. NY 631 A - is K-so, not K.
17. NY 890 A - should read "Pass One Foot Passenger" on reverse.
18. NY 685 B - 2 var - wide & narrow W.
19. NY 955 B - is obsolete.
20. NC 30 A B - should read "Good For One City Fare" on reverse.
21. NC 280 A B C D - no comma after Lucas & before Va-Car. There is a comma after Lucas and before Prop.
22. NC 660 A - there is a period after Co.
23. NC 700 C D E F - there is a period after Co. on obverse, and a comma after "Mount" on obverse.
24. NC 280 E - should read "Line" on obverse, not "Lines".
25. Ohio 860 C - 2 var - large & small Tr-so.
26. Oregon 160 I J - should be Fg, same as 160 K.
27. Pa 360 B - add "Erie, Pa." to obverse.
28. Pa 455 A - delete "Pa." from obverse.
29. Wis 510 B - add "Milwaukee" to obverse.

The following corrections were sent in by Mr. Schwartz:

1. NY 630 AO - I don't have this token to measure by. I sent it to someone for exhibition and have never received it back. However, I do remember that the size and appearance were identical with the Newburgh-Beacon ferry token, and therefore the size should be 18, not 16.
2. Ohio 35 A - The size of this token should be 23mm, not 35mm. If any such token exists in size 35, it is either an unlisted item or a pattern. I have the token, and it is definitely size 23.
3. The following tokens come in two varieties, plain & coated: Ga 540 A, Ind 860 D, Mich 680 M, Neb 420 F, NJ 975 B, NY 760 B, Ohio 30 E and F, Wash 80 F.
4. Mo 910 B - this is actually not a definite variety in its own right. When the C was stamped, some were die stamped sideways in such a way that the "1918" was stamped out. This is what B is. Actually it is an error of C, and it is up to the individual collector whether or not he wants to place it in his collection as a specific variety.

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Kansas City, Missouri, has the distinction of being the birthplace of the 20-cent transit fare. There are, however, seven other cities with a similar fare. There are only 200 cities still with a 10-cent fare, and 175 with the 15-cent fare.



Check List of Foreign Transportation TokensBy Roland C. AtwoodF I N L A N D

Abo	50				
A	B	Ov	Sd	Abo Sparvagar (shield) Turin Baitiotiet (shield)	\$0.20
B	B	Ov	Ch	Abo Sparvagar (shield) Turin Baitiotiet (shield)	.20
C	B	Ov	Sd	Abo Sparvagar 15 Penni Turin Baitiotiet 15 pennia	.20
D	B	Ov	Ch	Abo Sparvagar 15 Penni Turin Baitiotiet 15 Pennia	.20
E	A	Oo	Sd	Abo Sparvagar 10 Penni Turin Baitiotiet 10 Pennia	.20
F	WM	19	Sd	Sparvags Aktie Bolaget 1 Abo 15 P. O ASB (in monogram)	.20
G	A	21	Sd	Abo Angslups Aktie Bolaget 60 (blank)	.50
H	A	Hx	Sd	Abo Angslups Aktie Bolag 60 (blank)	.50
I	A	Ov	Sd	Abo Angslups Aktie Bolag 90 (blank)	.50
J	WM	Sq	Sd	Abo Angslups Aktie Bolag 25 (blank)	.50
K	WM	24	Sd	Abo Angslups Aktie Bolag 40 (blank)	.50
L	WM	Oo	Sd	Abo Angslups Aktie Bolag 50 (blank)	.50
M	WM	Sq	Sd	Abo Angslups Aktie Bolag 70 (blank)	.50
N	WM	Oo	Sd	Abo Angslups Aktie Bolag 70 (blank)	.50
O	WM	Oo	Sd	Abo Angslups Aktie Bolag 75 (blank)	.50
P	A	22	Sd	Abo Angslups Aktie Bolag 80 (notched) (blank)	.50
Q	L	Oo	Sd	Abo Angslups Aktie Bolag 30 (blank)	.50
R	Z	23	Sd	Abo Angslups Aktie Bolag 40 (blank)	.50
S	Z	Sq	Sd	Abo Angslups Aktie Bolag 30 (blank)	.50
T	Z	23	Sd	Abo Angslups Aktie Bolag 70 (notched) (blank)	.50
U	WM	Ov	Sd	Abo Angslups Aktie Bolag 90 (blank)	.50
V	WM	Hx	Sd	Abo Angslups Aktie Bolag (blank)	.50
W	WM	Ob	Sd	Angaren Express Abo 15 C.C. Sporrang & Co. Stockholm (trade mark)	.50
X	WM	Ob	Sd	Angaren Express Abo 25 C.C. Sporrang & Co. Stockholm (trade mark)	.50
Y	WM	Tr	Sd	Angaren Express Abo 40 C.C. Sporrang & Co. Stockholm (trade mark)	.50
Z	WM	Ov	Sd	Angaren Express Abo 40 C.C. Sporrang & Co. Stockholm (trade mark)	.50
AA	WM	Tr	Sd	Angaren Express Abo 25 C.C. Sporrang & Co. Stockholm (trade mark)	.50

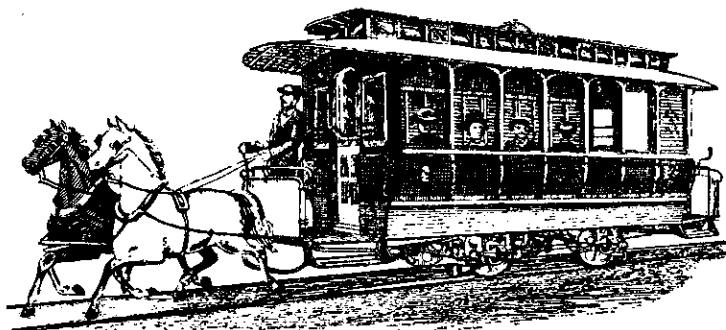
Bjorneborg 100			
A o A	21 Sd	Porin Silta 75	\$0.50
B o A	21 Sd	Porin Silta 1	.50
C o A	22 Sd	Porin Silta 2	.50
D o A	24 Sd	Porin Silta 2.50	.50
E A	19 Sd	Bjorneborgs Bro A.B. Porin Silta O.Y. 12 BBBA (in monogram)	.50
F A	20 Sd	Bjorneborgs Bro A.B. Porin Silta O.Y. 20 BBBA (in monogram)	.50
Helsinki 300			
A o WM	19 Sd	Sparvags O. Omnibus Aktie Bolaget 1 Helsingfors ASO Raitioleija Omnibus Osakeyhtio Helsingissa ORO /(2 var: large & small ORO)	.50
Tammerfors 700			
A o B	Sd	Omnibus 1 Tampere (size not known) (street car) 1932	.50
B o WM	Ov Sd	Rajaportti Tammela (street car) 1932	.50
Wasa 900			
A o WM	23 Sd	Wasa Utskanknings Aktie Bolag 5 Penni Wasa Utskanknings Aktie Bolag	.50
Wiborg 950			
A S	Ov Sd	Sparvagarna I Wiborg 15 Wiipurin Raitiotiet 15	.20
B B	Ov Sd	Sparvagarna I Wiborg 15 Wiipurin Raitiotiet 15	.20
C B	Ov Sd	Sparvagarna I Wiborg Respolett Wiipurin Raitiotiet Matkamerkki	.20
D B	16 Sd	Sparvagarna I Wiborg P Wiipurin Raitiotiet H	.20
<u>UNIDENTIFIED</u>			
1. WM	28 Sd	Angbats - Pollott (boat) 5 Kopek	1.00

# THE FARE BOX

A Monthly News-Letter  
for Collectors of  
Transportation Tokens

Published by the  
American Vecturist  
Association

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Robert M. Butler  
Harold Ford, Jr.



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VOLUME 7

JULY, 1953

NUMBER 7

Until September 10, 1953, all mail intended for The Fare Box should be mailed to:-  
JOHN M. COFFEE, JR. - 4104 SIXTH AVENUE - TACOMA 6, WASHINGTON

The Editor has just returned from six weeks of work in the Deep South, where the transient nature of my labors made it impossible for any permanent address to be transmitted to my correspondents. Hence it has been necessary to prepare and mail the July issue considerably later than usual. Unfortunately this has made it impossible to transmit information about the Pittsburgh Convention to collectors all over the country in sufficient time for it to be of any use to them. However, for the benefit of those living near Pittsburgh, this issue will be airmailed to them, and here is pertinent data: The meeting will be held all day Saturday, August 1, in the Empire Room of the Fort Pitt Hotel, located at 10th Street & Pennsylvania Avenue, right in the center of town. I understand also that someone will be at the Empire Room from 4 p.m. on, on Friday the 31st. Important telephone numbers are as follows: Bartley, ROsewood-1 7412. Eisenberg, FEderal-1 2309. Mackie, ALlegheny 1-5709. The Blacks, McKEesport 2-8550 (toll call from Pgh). If you can at all make it, go, and take along plenty of duplicates. There will be tables and time for lots of swapping. We on the West Coast deeply regret our inability to attend, but we all send best wishes.

While in the South, the Editor had little opportunity to visit bus companies. I did, however, visit companies in Petersburg, Va.; Athens, Ga.; Atlanta, Ga.; Jacksonville, Fla.; Asheville, N.C.; and Algiers, La. Had absolutely no luck except the discovery of a new issue in Algiers. In Atlanta I looked over nearly ten thousand odd tokens, and found not a single item of interest in the lot. The Atlanta people are extremely courteous, as are nearly all officials of southern transit firms. Asheville is planning to start using tokens, but I was told they (White Transportation Co.) will use the same tokens now in use in Raleigh. Although I cannot guarantee it, I am sure the Westside Transit Lines people in Algiers will be glad to sell their new token to collectors at the regular rate of 3 for 25¢ plus postage.

I plan to remain in Tacoma until about September 10, when I shall return to Boston and the usual address there. Meanwhile, address mail to Tacoma.

## A.V.A. AUCTION

Regardless of previous instructions, because of the lateness of this issue, all bids for this auction should be mailed to Mr. Eisenberg, and must be in his hands not later than August 10, 1953. Mark envelope "A.V.A. Auction Bid."

WILLIAM E. EISENBERG  
2717 WEST CARSON STREET  
PITTSBURGH 4, PENNSYLVANIA

lot no.	Atwood number	min. bid	lot no.	Atwood number	min. bid
1.	Calif 275 A	\$0.40	17.	Md 60 S	\$0.20
2.	Calif 275 B	.30	18.	Md 60 T	1.50
3.	Minn 820 B	.50	19.	Md 60 U	2.00
4.	Minn 820 C	.50	20.	Md 60 X	2.00
5.	N.J. 30 A	.50	21.	Md 60 Y	1.75
6.	Calif 275 A	.50	22.	Md 60 AA	.10
7.	Calif 275 A (another)	.50	23.	Md 60 AB	.60
8.	Minn 760 L (lge & sm let)	.30	24.	Md 60 AM	1.75
9.	(5 mixed states)	.50	25.	Mich 470 A	1.25
10.	Hawaii 330 B	.15	26.	Mich 470 B (thick)	1.25
11.	5 diff. 10¢ tokens	.50	27.	Mich 470 B (thin)	1.25
12.	12 diff. 10¢ tokens	1.00	28.	Fairmount Pk horsecar ticket	1.50
13.	Md 60 I	1.25	29.	Brooklyn Ferry ticket	1.50
14.	Md 60 J	1.25	30.	NY & Brooklyn Bridge RR ticket	1.50
15.	Md 60 K	1.25	31.	Ridge Ave. Ry. passenger ticket	.25
16.	Md 60 P	1.50			

Lots 28 through 31 are paper tickets. 28 and 31 are from Philadelphia. 29 is described as a "foot passenger pass."

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A CHECKLIST AVAILABLE  
By Harold Ford, Jr.

I recently cut stencils & mimeographed a condensed list, Atwood numbers & letters without descriptions, of all known fare tokens thru the June 1953 issue of The Fare Box. This list consists of 3 sheets of 8½x14 inch paper. It is similar to the checklists of U.S. coins with which numismatists are familiar. With such a list numismatists usually cross out the various dates of coins they already have so that they have an accurate and convenient check on their collections at a moment's notice. I believe the vecturist should have such a list available also. This list has the states listed in alphabetical order with the cities in numerical order under the states. Ample room has been left at the end of the list to write in new issues and discoveries.

Some may ask Why have such a list? I believe that such a list available in quantity to collectors will facilitate swapping and the exchange of want- and have-lists. It would take very little time & effort for the collector with a small collection to cross out the listings for the tokens that he already has. Those with large collections may find it easier by simply marking the listings for the tokens they lack. Such a checklist could also be used to list duplicates for trading if a collector has many duplicates and wants a quick, convenient way of listing them.

This project was my first experience with cutting stencils and running them off on a mimeograph machine. The finished product does not measure up to the high quality of workmanship that our veteran Editor produces each month, but I am sure that once you have seen the list you will agree that it is quite adequate for us.

I would be happy to send a free sample copy of the checklist to anyone interested in having one. Extra copies may be secured at the rate of 5¢ a copy (postage being the biggest expense). I would be very happy to take tokens that I can use in swap for copies of the checklist. This method would be easier on your pocketbook and also help my small collection to grow. (Address: Box 211 - Wadsworth, Kansas)

To the Executive Board Members of the American Vecturist Assn. (June 24, 1953):

Gentlemen:-

This being my first report to you since March 15, I would like to inform you all propositions submitted then have been approved by you all. The Editor of The Fare Box, Mr. Coffee, has sent me a Financial Statement of the operation of The Fare Box for the first six months of 1953, as follows: Receipts \$73.09, as follows: (1) cash on hand Jan. 1 \$3.48. (2) from AVA Treasurer \$50. (3) subscriptions \$12. (4) Advertising \$4.29. (5) Sale of back issues \$3.30. Expenditures \$66.15, as follows: (1) postage & envelopes \$21.90 (six issues @ \$3.40 plus \$1.50 for envelopes). (2) paper (6 issues @ \$2.40 plus 60¢ for April) \$15.00. (3) Stationery (1,000) \$16.25. (4) Mimeograph ink \$10.00. (5) Office postage \$3.00. Cash on hand, July 1, 1953, \$6.92.

Mr. Coffee also informs me that he will need \$50 or more for the last half of this year. He informs me that everything is going up in prices, letterheads, etc. Even his postoffice box rent, of which about 75% is used for A.V.A. business. I would therefore want your vote on the following:

Proposition 6. That the Treasurer be authorized to forward to Mr. Coffee a check for \$50.00 for estimated cost of publishing The Fare Box for the latter half of 1953.

Proposition 7. That the treasurer be authorized to forward a check to Mr. Coffee for \$6.00 to pay for half of the postoffice box rent for the last half of 1953. The total rent for one year is now \$24.00. Mr. Coffee will pay the other half.

Our Secretary, Mr. Laflin, has sent me the names of four new applicants for membership. Please let me have your vote on the following:

Proposition 8, Number 152. Joseph J. Silverman - 14 Chestnut St. - Albany, N.Y. Age 42. State employee. Has about 500 tokens, collecting for 2 years, collects U.S. & foreign, uses Atwood's Check List, and receives The Fare Box.

Proposition 9, Number 153. Bertha M. Foster - 41 East Wister St. - Philadelphia 44, Pa. Age 53. Collects U.S. & foreign, collected for 5 years, has about 50 pieces, has not used a check list and has not received The Fare Box.

Proposition 10, Number 154. Charles W. Schumacher - 21 Chestnut St. - Albany 10, N.Y. Age 48. Vocational instructor. This gentleman has collected coins & stamps for forty years and has picked up about 125 tokens. Collects U.S. only, has not used a check list, and has not received The Fare Box.

Proposition 11, Number 155. Charles N. Mullin - 111 Alter Ave. - Staten Island N.Y. Age 39. Boiler Room Foreman. This gentleman has just been dabbling in tokens for three years, collects U.S. only. He does not have a check list and does not receive The Fare Box.

All of the above applications have been received in the proper form. I believe this concludes all business brought to my attention at this writing. Will you kindly let me have your votes on the above propositions as soon as possible?

I sincerely hope that each of you will be able to attend our Pittsburgh meeting and for the first time make our Officers attendance 100%. I am looking forward to meeting you, and many of our other members at the meeting.

Fraternally yours,

EROY L. KILMONS, President

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THE PETERSON'S TOKENS OF PALO ALTO  
By Basil Brandon

The bus company operating between Palo Alto, Calif., and Veterans' Hospital being in need of tokens and not caring to go to the expense of having dies made, procured a quantity of the Peterson check from Mr. Peterson's widow and thereafter used and accepted them as fare on their bus. Mr. Peterson owned a saloon at 198 3rd Street, San Francisco, up until the time of the Earthquake in April, 1906. This is one instance where a beer check was actually used as transportation.

For sale or trade - Iowa 300 G, large & small star, \$1.00 each. Iowa 930 C, 35¢. Ill 760 A, \$1. Neb 540 P, 50¢. Wish to buy Ind 180 B, 200 C, 450 B C D, 520 A E. Stamped envelope please.

Ivan B. Cline - 911 West Michigan St. - Evansville 11, Ind.

FOR SALE TO HIGHEST REASONABLE BID: My collection of more than 1,500 tokens plus duplicates. Includes Iowa 180 A.

Arthur W. Allen - 1423 Harrison St. - Davenport, Iowa

Have two or more dupes of the following at checklist prices: Ark 285 B; Calif 275 A; 320 F, 540 A, 575 G, 715 Q, 760 E, 760 H, 795 A, 815 B, 825 D, 835 A, 945 K, 945 L; Florida 380 R; Ill 530 E; Iowa 730 D, 740 B; Ky 85 C; 510 AM; Mich 635 B; Minn 820 C; Missouri 910 O; Mont 480 G; Nebr 440 F; NJ 30 A; NY 629 E F; NC 545 A B; Ohio 10 B, 175 U, 535 D; Pa 840 E; Tenn 120 H, 600 H; Utah 650 E; Va 20 K, 620 L; Alaska 300 E. Have a lot of other dupes and will check over any want-list sent me.

Ralph Freiberg - 4142 26th Street - San Francisco 14, Calif.

For sale or trade: Ala 560 W, 10¢; Ariz 840 A, 10¢; Ark 885 G, 10¢; Calif 825 D, 10¢; Colorado 140 B, 15¢; 140 D, 10¢; 140 E, 10¢; 260 H, 10¢; 620 A, 15¢; 760 B, 15¢. Stamped envelope please.

M. B. McRobie - 1073 Pitkin Avenue - Akron 10, Ohio

Tokens for sale or trade at Check List prices: Ark 480 R; Calif 715 H M, 745 I K, 760 F, 970 A; Colo 60 A, 140 B D E; 260 H K, 760 J; Conn 290 G, 305 G; N.Y. 80 B, 230 B, 305 A, 629 E F H I, 630 AA AB AE, 631 C D E L P, 760 A, 875 I, 995 A B.

R. F. Sanders - 4905 North Mississippi Court - Minneapolis, Minn.

Have one Mass 115 A "Roxbury Coaches" token. What am I offered in trade. Token is in fine condition.

John G. Nicolosi - 5646 Fountain Ave. - Hollywood 28, Calif.

For sale - about 500 tokens. Send want-list and I will try to fill it.

Harry Reynolds - 1025 Morgan Avenue - Drexel Hill, Pa.

For sale: Calif 625 B at \$1.50 each while the eight I have last.

Paul Fouts - 609 Peoples Building - Seattle 1, Wash.

#### CHANGE OF ADDRESS

Melvin O. Carmichael - P.O. Box 123 - Klamath Falls, Oregon

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#### MY EXPERIENCES AS NEW ISSUES EDITOR

By Ralph Freiberg

For those of you who wonder what the life of a New Issues Editor is, I have had the job for a few months now and it is a great experience. There is a lot of mail to answer and sooner or later I will get everything answered. However I am going to follow one policy and that is not listing anything till I actually know it exists, also sometimes listings may be held up a month or so till I find out what price to put on tokens. Someone may find a token in a company which sells tokens at 10¢ or three for a quarter (however these instances where tokens are sold at this rate are gradually disappearing and someday will be no more along with the 5¢ carfare). It is silly to list these tokens at a dime just as bad it is to expect the boys in Minneapolis to send you tokens at a dime when they are sold at 5 for 90¢ up there. If anyone needs the 16mm tokens of Minneapolis they probably can be obtained through the fellows there at 20¢ each, but do not expect to get them for a dime, even though listed in the Check List at same. So before listing tokens at 10¢, 15¢, or more, I would like to know what the fare is--so this may delay listings till the next issue. Also there is another class of tokens which is known as Unpunched Errors. Someday in the future we intend to run a list of these and when Mr. Atwood gets back we will list these on a separate sheet. These are tokens that do not have the letters punched out or the slots punched out. Every once in a while these can be found. Usually when noted by a company they are put aside and taken out of circulation. However in visiting companies they will sometimes let you have them. These tokens are not listed as solids in the regular checklist as they are only unpunched errors.

(to be continued in the next issue)

(55 July 53)

Supplement to Atwood's Check List

By Ralph Freiberg

CALIFORNIA

Glendale 320 (reported by John G. Nicolosi)  
GLENDALE CITY LINES, INC.  
J Z 16 G Good For One Fare (bronze-plated) \$0.15

Monterey 525 (reported by Harry L. Porter)  
MONTEREY & PACIFIC GROVE ST. R.R.  
E o A Sq Sd Good For One Fare (23mm.) 3.50

Santa Monica 835 (reported by Franklin P. Snyder)  
SANTA MONICA MUNICIPAL BUS LINES  
F B 23 SM-sc Good For One Zone Fare .15

Tulare 925 (reported by Franklin P. Snyder)  
TULARE BUS LINES  
A WM 16 T Good For One School Fare .10

CONNECTICUT

Falls Village 160 (reported by Morton Dawson)  
HOUSATONIC R.R. SECTION 11 ONE PASSAGE BETWEEN  
/FALLS VILLAGE AND ASHLEY FALLS  
A o B 42 Sd (blank)(all letters incuse) 3.50

FLORIDA

Jacksonville 380 (reported by Harry L. Porter)  
JACKSONVILLE COACH COMPANY  
S o Bz 20 J-sc Jacksonville Florida .25

ILLINOIS

Streator 820 (reported by Walter K. Dillow)  
STREATOR YELLOW BUS CO.  
B o WM 23 Y Good For One Fare 2.00

INDIANA

Vincennes 930 (reported by Ivan B. Cline)  
VINCENNES CITIZENS STREET RAILWAY CO  
H o Cy 22 Sd WGG 5 (monogram) 3.50

LOUISIANA

Algiers 30 (reported by John M. Coffee, Jr.)  
WESTSIDE TRANSIT LINES, INC.  
E WM 23 W Good For One Fare .10

MASSACHUSETTS

Palmer 630 (reported by Virgil Wilson)  
PALMER MOTOR COACH SERVICE P  
F B 23 Sd School Token One Fare (bus) .10

Springfield 760 (reported by Virgil Wilson)  
SPRINGFIELD STREET RAILWAY CO.  
G Bz 16 S-sc Good For One Fare .15

(56 July 53)

NEBRASKA

Norfolk 640 (reported by Peter McGee)

NORFOLK TRANSIT LINES (BUS)

A	Bz 16 Ball	Good For One Adult Fare (bus)(two slots)	\$0.15
B	WM 23 Ball	" " " School Fare (bus)(two slots)	.10

NEW YORK

Manhattan 630 (reported by Edgar Levy)

DURKEE & CO. OMNIBUS TOKEN ONE RIDE

AR	o Pt 18 Sd	When Shall We Three Meet Again (two donkeys)	3.50
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Fredonia 280 (reported by Charles White)

CENTRAL GREYHOUND LINES, INC. NEW YORK

C	WM 16 C-so	Good For One Fare New York	.15
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VIRGINIA

Norfolk 580 (reported by Harry L. Porter)

SUBURBAN AND CITY RAILWAY CO. NORFOLK VA.

T	o Ve 21 Sd	Ticket 5 Cents	3.50
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ALASKA

Ketchikan 450 (reported by Paul Fouts)

NORTHERN BUS CO. (CONSTELLATION)

K	B 19 Ch	Good For One Bus Fare Ketchikan, Alaska	.25
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(Please correct the Dogtown, Illinois, listing which appeared erroneously in the June issue. The correct code number for the city of Dogtown should be 220. Also list the token as oblong (Ob), and not "curved rectangle," because there isn't any such animal as a "curved rectangle.")

\*\*\*\*\*

HANCOCK BUS LINES OF CORVALLIS, OREGON

By Ralph Freiberg

It has been reported to me by several collectors that Oregon 160 M also exists as a pierced token. I finally was able to contact the owner, Mr. Hancock, and got the following information from him. Because there were other tokens of a similar size, Mr. Hancock decided to experiment with some tokens and drill them so he could tell them in his fare box. After drilling about 25 of them, he gave up the idea as it was too much bother, then put the ones he had drilled in with the others and so some came into the hands of collectors. As this did not constitute a fare change but an experiment, I am inclined not to list the pierced token. I have seen two of these tokens and the holes are not the same size in this case. Since the octagon token is still in use along with a new round one size 22mm, and they sell 2 for 35¢, I am inclined not to give the pierced one a separate number. There are supposed to be 25 or so, but if listed they might be 50 or more within a few years, because anyone with a drill could do it, especially since it was a homemade job. So I will decide on what the majority think on this, if the number 160 N should be given the pierced token or not. If not, 160 N will be given to the round token. Speaking of corrections, there is no comma between Corvallis and Oregon as in the Check List.

\*\*\*\*\*

Harold Ford, who has the token to look at and should know, informs us that the correct wording on Kansas 85 A should read "Blue Rapids, Kans." and not Blue Rapids, Kansas.



Check List of Foreign Transportation TokensBy Roland C. Atwood

## I T A L Y

## Bergamo 100

A	A	20	Sd	Azienda Municipale Funicolari e Tramvie Bergamo (arms)	\$0.50
				Buono Per Servizio Funi - Tranviario	

## Como 200

A	A	25	Sd	S.T.E.C.A.V. Como (scene) (So)	.20
				Buono Per Servizio Filo - Tranviario 50 Cent.	
B	A	22	Sd	S.T.E.C.A.V. Como (building) 5.1944 - XXII	.20
				Buono Per Servizio Filo - Tranviario 20 Cent.	

## Lariana 500

A	Z	25	Sd	Lariana 1944 (design)	.50
				Buono Per Cent. 50	

## Milan 600

A	o	B	28	Ch	Tramvie Del Comune Di Milano (So)	.25
					Vale Per Una Corsa a Tariffa Normale 1920 (arms)	
B	o	B	23	Ch	Tramvie Del Comune Di Milano (Sc)(2 var: 3 & 4mm hole)	.25
					Vale Per Una Corsa a Tariffa Normale 1920 (arms)	
C	o	B	29	Ch	Tramvie Del Comune Di Milano (So)	.25
					Vale Per Una Corsa a Tariffa Normale 1920 (arms)	
D	B	26	Sd	Societa Anonima D'elgi Omnibus Milano	.50	
				(design)		
E	A	24	Ch	Azienda Tranviaria Milano (crest)	.20	
				Buono Per Una Corsariodota 1944		

## Turin 800

A	o	B	24	Ch	Azienda Tramvie Municipali Di Torino (arms)(3½ & 4mm hole)	.25
					Vale Per Corsa Alla Tariffa a in Vigore Agosto 1920	
B	WM	23	Sd	Societa Anonima Omnibus Torino	.25	
					Vale Per Una Corsa	
C	o	B	19	Sd	Cooperativa Cent 1 Cent	.25
					(crest) 1901	

## Venice 850

A	o	B	34	Ch	Venezia Lido e Visaversa	.50
					Societa di Navig - Lagunare a Vapore	
B	o	A	19	Sd	Passaggio 3 Centesimi	.25
					Pont de Ferro Venezia	

Check List of Foreign Transportation Tokensby Roland C. Atwood

## A R G E N T I N A

## Buenos Aires 150

A o C1 31 Sd	Tramways Nacional de Buenos Ayres Secunda (Blank or Numerals - 2 varieties)	\$1.00
B o Cr 31 Sd	Tramways Nacional de Buenos Ayres Secunda Comoidad Celeridad Economia F. & J. Cacrose 25 Mayo /al 11 de Septiembre	1.00
C o C1 23 Sd	Tramways Central Buenos Ayres (horsecar) (same reverse as B)	1.00
D o WM 23 Sd	Tramways Central Buenos Ayres (horsecar) (same reverse as B)	1.00
E WM 22 Sd	Tram-via Del Este Seis Cents 6	.50
F WM 22 Sd	Tram-via Del Este Diez Cents 10	.50
G Ce 24 Sd	Tramways de Buenos Ayres 2 (numerals)	2.00
H B 21 Sd	Tramway 11 de Septiembre Mendez Hernandez Republica Argentina (arms)	1.00

## Mendoza 600

A o B 24 Sd	Tramway De Mendoza 1889 Un Pasage (wreath)	1.00
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## Salta 750

A o B 24 Sd	Tramway Ciudad de Salta 5 Centavos Faba Nacl de Medallas Agente M. Munoz de Larosa Orzali /Bellagamba y Ca-Ba (car)	1.00
B o B 24 Sd	Tramway Ciudad de Salta 10 (eye) (same reverse as A)	1.00

## P A R A G U A Y

## Asuncion 100

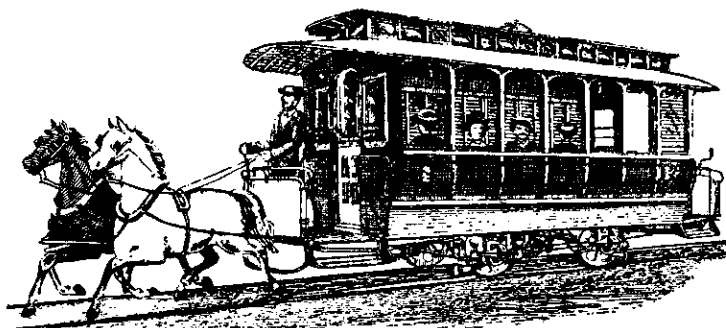
A o Ve 23 Sd	Un Pasage Tramway de la Asuncion (streetcar)	2.00
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# THE FARE BOX

A Monthly News-Letter  
for Collectors of  
Transportation Tokens

Published by the  
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Association

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AUGUST, 1953

NUMBER 8

Until September 10, 1953, all mail intended for The Fare Box should be mailed to:  
JOHN M. COFFEE, JR. - 4104 SIXTH AVENUE - TACOMA 6, WASHINGTON

Unfortunately no detailed report of the Pittsburgh Convention has as yet been received, so collectors will have to wait until the September issue for that information. We held this issue up until the 17th in the hope that the report would arrive, which accounts for the slight delay. We do have a few scattered reports. Mr. Schwartz informs us that the convention was highly successful, with twenty members present. A new Constitution and By-laws was adopted, and nominations for new officers were made, as follows (all have accepted):

For President.....Quincy A. Laflin  
For Vice President...Cecil G. Jefferson For Treasurer.....R. K. Frisbee  
For Secretary.....Max M. Schwartz For Curator.....William L. Black

Nominations will remain open until September 30, 1953. Any member wishing to nominate someone other than those listed above may do so by first obtaining the permission of his nominee and then notifying the Editor of The Fare Box.

Inasmuch as mimeographing is so expensive out here, it is quite possible that we shall hold up the September issue of The Fare Box until I return to Boston, in which case it would be mailed out about the 20th of the month. That would save us about ten dollars. In any event, however, please have all material for the September issue in my hands by September 7, at the Tacoma address.

The Editor was present at the Friday, August 14, meeting of the Seattle Transportation Token Club, which was held at 8:00 p.m. in Room 609, Peoples Building. It was a thoroughly delightful meeting, many tokens changed hands, and there was considerable discussion about a number of tokens, including the unique Solid Des Moines, Wash., token in Mr. Fouts' collection. The Editor was prevailed upon to give a detailed description of his trip through the Deep South, and he complied. Disappointment was expressed that Seattle was not chosen for the A.V.A. Convention of 1954, but plans were immediately put under way to secure the Convention for the following year. Meanwhile we are looking forward to Mr. Freiberg's projected visit to the Puget Sound country, and plans were made to hold the regular September meeting at Ralph's convenience, so we can all talk things over with him when he arrives.

## THE BUTE TAXI TOKENS OF WEST LEISENRING, PA.

By Corinne M. Black

(This city has been listed incorrectly in the Check List as "West Leisingring." In addition to the token already listed as Pa 975 A, Mrs. Black has reported, but too late for the August issue, two larger tokens of this company, with 25¢ and 35¢ denominations. They will be listed in September.)

The Bute Taxi Company isn't a taxi company at all, but a bus company. West Leisenring, Leisenring No. 1, and Leisenring No. 2, which were serviced by this bus company, are small mining towns about five miles from Uniontown. A visit to any one of these towns shows it to be a typical mining town, made up of the miners' homes and the company store. One wonders just why any one of them would ever need the services of a taxi company as we know it. The tokens marked Bute Taxi Co. were used on a bus which ran from Uniontown to West Leisenring. Fifteen years ago Mr. Panzera of Uniontown bought the bus company and the use of Bute Taxi Co. tokens was discontinued. The Panzera buses still run to West Leisenring, but only a cash fare is used.

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## HORSECARS IN PHOENIX

By James Barney, in the Phoenix Gazette

The first horsecar line in Phoenix was built along Washington, from Seventh Street to Seventh Avenue, in the latter part of 1887. A short branch line ran along Seventh Street from Washington to the old Maricopa, Phoenix and Salt River Valley Railroad depot on Jackson Street. And the first streetcar for the Phoenix line reached the city via Maricopa Junction and over the "M & P" railroad on November 4, 1887, while the second car was received on the morning of April 11, 1888, both having been obtained from Los Angeles. With the two cars fairly good service was rendered to the public under the direction of M.E. Collins, the first superintendent. Anyway, it was a novel way of transportation.

In those days the horse or mule-drawn cars stopped anywhere along the street to take on passengers. Heavy bedrolls, trunks, and other articles were loaded on along with the passengers. The time schedule, not of any too great importance, was adjusted by the old courthouse clock, of precious memory, that ticked off the hours in those quiet days.

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## THE OTTO MEARS PASSES OF COLORADO

There were five different kinds of passes issued: The buckskin pass came out in 1888 to celebrate the construction of 11.2 miles of railroad from Silverton to Ironton on the Silverton Railroad. This narrow gauge track was all steep grades, curves, loops and switchbacks. Sufficient cause for celebration! In 1889 the solid silver pass was issued to commemorate the 2 daily passenger trains and several freights that were running from Silverton to Ironton, and the additional track that went to Albany from Ironton. The next year the line was prospering and the watch fob pass did the honors. Each of the passes issued so far had been good for only one year. Then Mr. Mears built the Rio Grande Southern RR, and lifetime passes of gold and silver filigree were issued, good on both railroads.

No one has been able to understand the system Mr. Mears used in numbering the passes he distributed. It must have been true that only a small number were issued in any one year, and yet passes bearing numbers above 6001 have been located.

(The above article from "The Mears Passes," a booklet by Josie M. Crum quoted in The Rocky Mountain News of March 22, 1953, gives some interesting information on these items, some of which were listed in the old 1948 catalogue.)

OUTLINE OF LOS ANGELES' TRANSIT HISTORY  
- By Gene Sherman, in The Los Angeles Times -

Before the period of consolidation of transit companies the streetcar business was free-for-all. Between 1873 and 1887 more than 40 franchises were issued by the Los Angeles City Council. The Pacific Electric, which Henry E. Huntington called the "greatest electric railway system on earth," evolved in 1902 from 73 predecessor companies. The Council issued the city's first franchise July 3, 1873, to David B. Waldron "to lay down and maintain two iron railroad tracks to run cars thereon." A few months later, Robert M. Widney was granted a 20-year franchise for a horsecar line on Spring Street, between Temple and 6th Sts. He explained his initiative later in his memoirs: "We lived way out of town, way out by 6th St., and I built the streetcar line so Mrs. Widney could get in and out of town without so much trouble."

E.P. Clark and Moses T. Sherman merged all the cablecar and horsecar operations in 1893 under the name of Los Angeles Consolidated Railroad Co. to provide the city with its first effective electric trolley system. In those days streetcars provided a favorite means of entertainment. It was a rare Sunday when they didn't all bulge with sight-seers and picnickers. Although many of the cars were "Californian," with open-end sections, a number of de luxe cars came into service for the tourist trade. The Pacific Electric had 2 cars in 1905, Nos. 317 and 318, fitted with lavatories, revolving cane-covered observation chairs and strung with electric lights. This was, in truth, de luxe, for the first electric cars still were illuminated with grease-burning lanterns. The line's excursion cars were painted a gay blue to differentiate from the somber green of the funeral cars, which carried many a corpse to the end of the line. When the PE bought Mt. Lowe from Prof. Thaddeus Lowe the line offered transportation to the mountaintop, three square meals and overnight lodging for half a sawbuck. The big red cars ran excursions well into the automotive era but finally had to give ground to the family jalopy. Informality was the keynote of trolley operations in the delightful yesterdays. One PE stationmaster at the 4th St. Station customarily did his neighbor's shopping in the city and sent the groceries home on the Hollywood car. A motorman on an early streetcar lived at the end of the line, where he tethered his car like a horse at the end of his run. The night his wife decided to give birth to their baby he untethered the car and made an unscheduled run downtown to the hospital. Made it, too. One day in 1910 two masked bandits robbed the passengers on a Venice Short Line car but were put to flight by a quick-drawing rider who carried a pistol.

Charles Mann, a realtor, and Richard Shoemaker, an engineer, built two trackless trolleys from pictures of a Swiss model to promote the development of Laurel Canyon in 1910. Swaying where it would, this prototype took tourists to the tavern at Laurel Canyon and Lookout Mountain Roads. Although the contraption was mechanically satisfactory, it was not patronized sufficiently to continue its operation economically and the venture folded five or six years later. Double deck busses made their appearance in New York and Chicago and later here in Los Angeles, where they were routed along Wilshire Blvd. Meanwhile the less romantic single-deckers were becoming more and more plentiful and at more frequent intervals came announcements that streetcar lines over the country were being abandoned. The PE first began using buses as feeders in 1917 and by 1940 established a definite trend toward buses on interurban lines. Today it operates 39 bus lines and seven rail lines, and recently indicated it may retire all its streetcars. The same trend was followed by Los Angeles Transit Lines.

Sturdily-built streetcars become outmoded before they wear out. Scores which have outlived usefulness in this country are operating in Europe and South America and will doubtless go rattling along for years. They are adaptable, too, and when retired have been put to uses upon which their fans look with infinite distaste. Hundreds have become homes, beach cottages, hamburger stands, barbershops, studios, clubhouses. One, in Mississippi, became a church.

Such liberties more than irritate the hundreds of thousands of persons for whom the streetcar forms a link with a pleasant if irascible past. They hate to see a streetcar named "Expire."

For sale or trade: Ind 930 B tokens, a recent find, at \$2.50 each. Please send stamped envelope. (Note new address)

Ivan B. Cline - 808 West Illinois St. - Evansville, Indiana

For sale or trade: Colo 460 C; Fla 380 A F H Q, 690 B, 710 C, 880 B C; Ga 580 C; Ill 40 A, 135 A, 640 A; Ind 110 B, 660 B C D, 860 R; Iowa 300 I, 930 I; Kans 880 B, 940 L, 970 G; Maine 710 A; Md 40 A, 60 AA AG, 380 B, 560 B, 770 A; Mass 135 A, 760 B; Mich 225 F H, 370 I, 680 M.

Robert F. Sanders - 4905 No. Mississippi Court - Minneapolis, Minn.

I wish to take this opportunity to express my sincere thanks for the many kind words that I have received from those members of the collecting fraternity who have recently shown their interest in the checklist that I mentioned in the July issue of this publication. It is truly gratifying to know that my efforts are appreciated. I will still be glad to send a free sample copy of the checklist to any interested party, and will still trade copies in quantity for tokens. Have checklists on foreign coins (types) which I will also swap for fare tokens.

Harold Ford, Jr. - Box 211 - Wadsworth, Kansas

#### CHANGE OF ADDRESS

Ivan B. Cline - 808 West Illinois St. - Evansville, Indiana

Arthur D. Jordan, Jr. - 99 East Second Street - Moorestown, New Jersey

R. D. McBain, GM-3 - USS LSM(R) 520, o/o FPO - New York, N.Y.

Alfred Hutter - 301 Holland St. - Cumberland, Maryland

\*\*\*\*\*

#### HUB TOKENS

By Ralph Freiberg

We have a class of tokens which in the past have been listed as tokens with a raised collar. These tokens are as follows: NY 615 A B C, NY 630 AO, Pa 750 Y Z AA. Now Russell McBain has come up with another new one of these, Virginia 580 U, a token which is now in use selling at 20 for a dollar. However McBain raises the question of what to call these tokens. Since they are called hub tokens by the companies that use them, why not employ this name in The Fare Box. After hearing this term I think these tokens should be called this, as I believe hub means the center of a wheel or tire where it is thickest and these tokens are thicker at the center than on the outside. Unless I hear something to the contrary, will make a suggestion to call these tokens "Hub Tokens." As the token of Norfolk is an 18mm and the New York 615 tokens and the Pa 750 AA are all 18mm, I am also inclined to think that NY 630 AO should be changed to 18mm as Mr. Schwartz' list of corrections on page 48 in the June issue of The Fare Box.

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#### HOUSATONIC R.R. TOKENS

By Morton Dawson

These tokens were used prior to 1900, as the Housatonic R.R. was absorbed by the New York, New Haven & Hartford Railroad about the turn of the century. They were not used by the general public. These tokens were issued by the Section Heads to the track walkers and possibly track workers or section hands as they were known, as a means of returning to their homes upon completing work for each day.

Regarding the token listed in July from Falls Village, I forgot to state that it should be "Section No. 11" and not just "Section 11." So make the correction to your lists.

\*\*\*\*\*

For the first time in 51 years, the Angel's Flight Railway of Los Angeles has applied for a fare increase. They would eliminate the 15-rides-for-25¢ tickets and the 50-rides-for-50¢, and make it 25-rides-for-50¢. (From "Timepoints")

(63 Aug 53)

Supplement to Atwood's Check List

By Ralph Freiberg

ILLINOIS

Lyons 530 (reported by Arthur D. Jordan)  
BLUEBIRD COACH LINES INC. (BUS)  
F Bz 16 Bar Good For One Adult Fare (bus) \$0.25

MICHIGAN

Saginaw 845 (reported by Max M. Schwartz)  
SAGINAW CITY LINES, INC. (BUS)  
Y Bz 16 Ball Good For One School Fare (bus)(2 slots) .10

NEW YORK

Huntington 395 (reported by Charles Houser)  
HUNTINGTON COACH CORPORATION (BUS)  
A o WM 21 Bar Good For One Half Fare (bus) .10

Manhattan 630 (reported by Max M. Schwartz)  
NEW YORK CITY TRANSIT AUTHORITY NYC  
AS B 16 Sd Good For One Fare NYC (2 var: dots & no dots; dies) .15  
NEW YORK CITY TRANSIT AUTHORITY N C  
AT B 16 Y-so Good For One Fare N C .15

PENNSYLVANIA

Harrisburg 445 (reported by Dr. M. W. Emrick)  
HARRISBURG RAILWAYS TOKEN (DOME)  
A WM 23 2-sm (same as obverse) .10

VIRGINIA

Norfolk 580 (reported by Russell D. McBain)  
NORFOLK-COUNTY-FERRIES-  
U Bz 18 Ch Good For One Passenger (hub token) .10

WEST VIRGINIA

Wheeling 890 (reported by Dr. M. W. Emrick)  
THROUGH 10 WEST  
K o B 28 Sd (same as obverse) 2.00  
THROUGH 15 EAST  
L o K 29 Sd (same as obverse) 2.00

(Ill 530 E should read on the obverse like F; no comma between LINES and INC.  
There are at least four die varieties of ~~NY 530 AS~~. These tokens were made by  
several different die-stamping firms.)

THE NEW NEW YORK CITY TOKENS

By Max M. Schwartz

These tokens were manufactured by three different firms. For some reason, the Transit Authority acquired several million of them unpunched, which they expect to call in as soon as the situation eases up a little bit. They will ultimately have about 40 million tokens made. The tokens went on sale July 22, and were limited to two per customer. They went into use July 25.

So far I have found 5 varieties, and more than one of each so it is not accidental. Ultimately, if they punch out the solid tokens, there should be at least 8 varieties. Here is what I see on them: (1) Unpunched, no periods between "Good For" and "One Fare," flat NYC; small R's, decorative design lightly cut; a dot at the intersection of the arms of the Y. (2) same as (1), but well-cut design and no dot. (3) as above but mottled NYC; no dot. (4) Period bet, "Good For" and "One Fare," mottled NYC, large R's; letters N C are larger than above three tokens. (5) similar to (4) above, except letters N C are same size as in (1)(2) and (3). Y-so,

FURTHER ADDITIONS AND CORRECTIONS TO ATWOOD'S CHECK LIST

By Max M. Schwartz

Approved by the New Issues Editor

- ~~1.~~ N.C. 980 D - should read "Lines" not "Line"
- ~~2.~~ N.C. 980 E - should read "Line" not "Lines"
- ~~3.~~ Ohio 175 I - should be VI and not Ve
- ~~4.~~ Okla 640 F - price should be 10¢
- ~~5.~~ Ore 160 L - should be 21mm, not 20mm
- ~~6.~~ Ore 680 A - has plain background on both sides
- ~~7.~~ Ore 680 B - has lined background on both sides
- ~~8.~~ Penn 65 F - comes in 2 varieties: 8mm and 9mm center hole
- ~~9.~~ Penn 165 D - comes in 2 varieties: large & small Dd-so
- ~~10.~~ Penn 195 C - comes in 2 varieties: thick & thin
- ~~11.~~ Penn 195 I - comes in 2 varieties: large & small letters
- ~~12.~~ Penn 565 B - comes in 2 varieties: large & small letters
- ~~13.~~ Penn 660 A - comes in 2 varieties: large & small hyphen
- ~~14.~~ Penn 750 C - this token is made of Silver, not WM; inscription is incused
- ~~15.~~ Penn 750 J - should be 25mm, not 26mm. There are thick & thin varieties, and die varieties of it.
- ~~16.~~ Penn 750 AB AC AD - all measure 32mm, not 33mm.
- ~~17.~~ Penn 750 AC - does not have PTC on the obverse
- ~~18.~~ Penn 775 A - comes in 2 varieties: large & small letters
- ~~19.~~ Penn 785 B - comes in 2 varieties: large & small letters
- ~~20.~~ Penn 840 A - should measure 22mm, not 23mm.
- ~~21.~~ Penn 840 H - should measure 22mm, not 23mm.
- ~~22.~~ Penn 940 A - obverse reads "1924" not "124"
- ~~23.~~ R.I. 520 A to G - there is a comma after "Line"
- ~~24.~~ S.C. 240 C - there is a comma between "Charleston" and "S.C." on obverse
- ~~25.~~ Tenn 415 C - this token measures 18mm, not 17mm.

The following tokens come in 2 varieties, plain & coated steel: Florida ~~580 E~~, ~~880 G~~, Indiana ~~860 D~~, New York ~~760 B~~, Ohio ~~30 F~~, ~~505 B~~, Oklahoma ~~70 B~~, ~~280 A~~, ~~800 G~~, Penna ~~20 E~~, ~~570 B~~, ~~780 B~~, ~~945 A~~.

The following tokens come in 2 varieties, plain & coated zinc (i.e., zinc & silver-plated zinc): Pennsylvania ~~110 C~~ and ~~325 C~~.

\*\*\*\*\*

MY EXPERIENCES AS NEW ISSUES EDITOR

By Ralph Freiberg

(Continuing from the July issue) Also it seems some have difficulty in telling copper from bronze. I don't think that there are any copper tokens of the last 15 years. Others and I think tokens like Mo 950 B should be listed as bronze and not copper. There are also a few listings where we have bronze and copper that I think should be made one listing as bronze with shade varieties. Examples of this are NC 770 A and B, Wis 870 C and D. They may have a redder shade when they are brand new but after some use they cannot be told apart and to me they are only shade varieties of bronze. But tokens over 15 years old are actually of copper and bronze.

I have a report that Maryland 770 A has been silverplated, also Ind 860 K. After I see the tokens and know the plating was done by the company, will list them. But not before I know the company did the plating.

Also while on the matter of corrections, before I took over the job of listing these there was no mention of giving credit to anyone who sent in corrections. These mistakes could have been made from the person sending in descriptions to the final appearance in The Fare Box or Check List. These corrections sent in the past few months were mainly sent in by other collectors and all my job consists of is to see that the correction does appear correctly. Sometimes when four or five have sent in the same corrections I have just grouped everything together; otherwise the same correction might have appeared four or five times.



I N D I A

Bombay 200

A o Vw 22 Sd	The Bombay Electric Supply & Tramways Ltd. Employees Token	\$1.00
B o Vw 22 Sd	The Bombay Electric Supply & Tramways Ltd. Employees Token E	1.00
C o Vw 22 Sd	The Bombay Electric Supply & Tramways Ltd. Employees Token F	1.00
D o Vy 22 Sd	The Bombay Electric Supply & Tramways Ltd. Employees Token F	1.00
E o Vb 22 Sd	The Bombay Electric Supply & Tramways Ltd. Service Token E	1.00

P A K I S T A N

Karachi 300

A o Vl 22 Sd	East India Tramways Co. Ltd. Token A.P. 1.3	1.00
B o Vb 22 Sd	East India Tramways Co. Ltd. Token A.P. 1.3 (dark blue)	1.00
C o Vb 22 Sd	East India Tramways Co. Ltd. Token A.P. 1.0	1.00
D o Vo 22 Sd	East India Tramways Co. Ltd. Token A.P. 2.0	1.00
E o Vp 22 Sd	East India Tramways Co. Ltd. Token A.P. 3.0	1.00
F o Vw 22 Sd	East India Tramways Co. Ltd. Token A.P. 1.6	1.00
G o Ve 22 Sd	East India Tramways Co. Ltd. 9 Pies Token	1.00
H o Vg 22 Sd	East India Tramways Co. Ltd. 6 pies Token	1.00

J A M A I C A

Kingston 300

A o Ce 23 Sd	Jamaica Street Car Co. One Fare 1	1.00
B o Cr 23 Sd	Jamaica Street Car Co. One Fare 1	1.00
C o WM 00 Sd	Jamaica Street Car Coy. Ltd. One Fare 1	1.50

U N I O N O F S O V I E T S O C I A L I S T R E P U B L I C S

Leningrad 700

A o B 23 Sd	K. Ipanke 1881 10 ("St. Petersburg" in Russian)	1.00
B B 21 Sd	Trone Entrepreneur 15 Kopek Gde Des Chimins De Fer Russen Section de Crimel	1.00

Check List of Foreign Transportation Tokens

By Roland C. Atwood

C H I N A

Shanghai 500

A o A 25 Sd	The China General Omnibus Co. L'T'D (bus) 5 (within circles)	\$0.25
B o A 21 Sd	The China General Omnibus Co. L'T'D (bus) JDS (2 varieties: thick & thin)	.25
C o A 25 Sd	The China General Omnibus Co. L'T'D (bus) 3c	.25
D o B 16 1-sc	C.G.O. Co. Ltd. Shanghai Good For One Cent	.25
E o Bz 20 11-sc	C.G.O. Co. Ltd. Shanghai Good For Two Cents	.25
F o WM 16 111-sc	C.G.O. Co. Ltd. Shanghai Good For Three Cents	.25
G o B 20 2½-sc	C.G.O. Co. Ltd. Shanghai Good For 2½ Cents (2 var: large & small 2½)	.35
H o WM 20 5	C.G.O. Co. Ltd. Shanghai Good For 5 Cents (2 var: large & small letters)	.20

N E W Z E A L A N D

Bishop 100

A o T 30 Ch	Bishop Auckland District Commercial Motor Assn. (blank)(made of Tin)	1.00
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Dunedin 200

A o A 0c Sd	Municipality of Dunedin Incorporated 1865 (shield) Dunedin Corporation Tramways Token Section 1d.	.20
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A U S T R A L I A

Ballarat 200

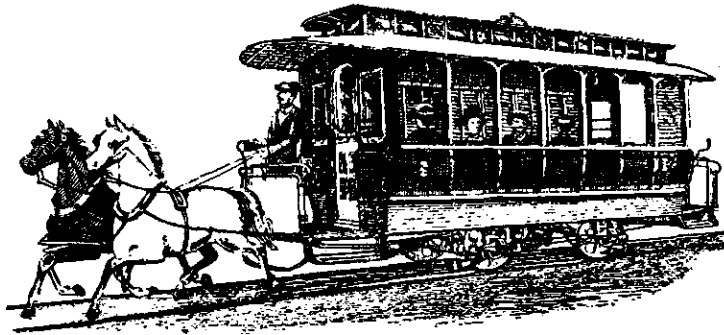
A o Cp 21 Pc	Ballarat Electric Tramways 1913 B.E.T. 1½d.	.25
B o Cg 21 Pc	Ballarat Electric Tramways 1913 B.E.T. 2d.	.25
C o Cp 21 Sd	Ballarat Electric Tramways 1913 B.E.T. 1½d.	.25
D o Cg 21 Sd	Ballarat Electric Tramways 1913 B.E.T. 2d.	.25
E o B 21 BET	Ballarat Electric Trams 1906 (names of members of City Council)	1.00
F o B 21 BET	Ballarat Electric Trams 1906 Complimentary	1.00
G o B 21 BET	Ballarat Electric Trams 1906 Traffic Inspector	1.00
H o B 21 BET	Ballarat Electric Trams 1906 (blank)	1.00
I o B 54 Ov-sc	Ballarat Tramways Employee Power House (Mfg's name)	1.00
J o B 54 Ov-sc	Ballarat Tramways Employee Mains Dep't. (Mfg's name)	1.00
K o B 54 Ov-sc	Ballarat Tramways Employee (numerals) Ballarat City Council (names of councilmen)	1.00

# THE FARE BOX

A Monthly News-Letter  
for Collectors of  
Transportation Tokens

Published by the  
American Vecturist  
Association

Associate Editors  
Harry C. Bartley  
Robert M. Butler  
Harold Ford, Jr.



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VOLUME 7

SEPTEMBER, 1953

NUMBER 9

Mr. Ralph Freiberg recently purchased the R. K. Frisbee collection of United States fare tokens. Ralph reports that he won't have time to go over the collection thoroughly for another month. Meanwhile Mr. Frisbee will continue in the hobby with his foreign and a brand new U.S. collection.

Ivan Cline really "digs up" the old tokens. The grapevine has it that he uncovered those old Vincennes, Indiana, tokens by having a concrete floor in an old company building dug up. Of course he had to replace the floor afterward, and the whole operation must have cost him considerably.

In this issue, under Mavericks, is an old plank road token (#46). While in New York visiting with Mr. Schwartz recently, the Editor was shown conclusive proof by Mr. Schwartz that this token is from Moriah, New York. Mr. Schwartz went to considerable trouble to locate the origin of the tokens, and his trouble was repaid (in information, not in tokens). The token was used from 1850 to 1880.

On Maverick #31, Gus Nilson discovered that one of the tokens is made of nickel (the thick one), while the thin one is of steel. It seems a magnet will pick up nickel as well as steel, but without quite so much vigor as it uses on steel.

If anyone knows the whereabouts of Roy H. Carpenter, please contact the Editor. His copy of The Fare Box was returned "moved, left no address."

Congratulations to Frank Greene for the Find of the Month. In an antique shop in a little town in northwest Missouri he asked to see old medals. The owner brought out a can of Iowa store cards, and in the can Frank found Iowa 660 A and 930 B, and the new discovery from Mt. Vernon, Ia., which was issued by a line that went out of business in 1911. Mr. Greene obtained the tokens for ten cents each!

A LETTER FROM MR. EISENBERG

Fellow Members: I have been toying with an idea for quite some time and am going to present it to you for your approval. In the past I have had the occasion to look over a great many tokens. In doing so I realized there were a great many tokens others wanted but not having a micro-film mind could not remember who they were. My plan is a simple one and I realize it would not apply to all due to the many dupes they have. This idea is more to help the little fellow and at the same time move some of these tokens that are accumulating dust. I would like to offer my services as a clearing house for both parties. Those of you who would like to buy and those who would like to sell. This service I will offer free of charge and only as a means of helping all concerned. I do not intend to handle tokens personally but will only pass the information along to the interested people. If you would like to participate send me your cupe list and want-lists and see if we can't have a more active way of helping each other out.

William E. Eisenberg - 2717 W. Carson St. - Pittsburgh 4, Pa.

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Mr. Eisenberg wishes all who attended the Pittsburgh convention and took snap shots or pictures to contact him. He has had several requests for them and this is his only means of knowing who took the pictures.

\*\*\*\*\*

CHANGE OF ADDRESS

Harold Ford, our Associate Editor, writes as follows: "During the coming school year, Sept. 15 thru June 1, I would appreciate having all mail pertaining to tokens and check list sent to my school address: 1244 Louisiana Street - Lawrence, Kansas. I plan to have my duplicate tokens and copies of the Check List at Lawrence this year so that I may be able to keep up my correspondence better instead of waiting for weekends when I occasionally return home. Would be glad to try to assist any interested party with wants from this beautiful town.

\*\*\*\*\*

THE SITUATION IN ANACORTES, WASH.

The "S.S. Bus Line" token was first issued in 1927. A second batch was ordered in 1931. The two orders are distinguished from each other by the dots around the edge of the token. In one the dots are connected by lines; in the other they are unconnected. Which is which remains a mystery. Only 250 of the "Is. Bus Line" token were made, and the bus line has none of them left now. Mr. Daggett sold the company a large bag of Idaho 440 D some time ago, and that token is now in use in Anacortes, the only one in use there.

On those Bellingham tokens, Wash 40 C, it reads "Lummi Island" and not "Lumni" as in the Check List, so make your corrections.

-J.M.C.

## PITTSBURGH DISTRICT NOTES

By Harry C. Bartley

By now you have no doubt read the official report of the Convention (Editor's note: I have received no official report from anyone as yet -J.M.C.). Let me add a few words on it from a reporter's angle.

Picture a fairly large first-floor meeting room, with two doorways off the lobby and two large windows at the far end. In front of, and between these windows is a long table at which the President, Mr. Kimmons, Acting Secretary Corinne (Mrs. William) Black, and Chairman H.C. Bartley sat. Said chairman exiled himself to a small table at the extreme right during most of the meeting so that he would not pass on the heavy cold he had picked up that week. In front of the main table, and facing it were several rows of chairs in which the 17 visiting members and their accompanying wives, children, and friends or relatives sat when not otherwise running around, talking, and trading or both. It really seemed that everything was put in play to disrupt our meetings. One time it would be a parade of drum-and-buglers through the foyer (the American Legion picked the same time to hold their convention). Next it was the TV camera man; then a newspaper reporter, a camera man, another reporter, and so on. But we did manage to hold two business sessions and accomplish what we set out to do; all this in spite of said disruptions and also a brand of weather too hot and close for comfort. As Eroy Kimmons stated, "We have cooler weather in Texas." In the matter of decorations the room soon informed any outsider of the nature of the convention. Large scroll-cut letters (A V A) were hung high on the wall behind the main table, while a similar set (P D T C) were placed on this table. On one wall was hung a frame containing a scroll with all AVA members' names printed on it in numeral order (all 155). As each member registered and was assigned a badge with his name printed on it, for ready identification, a map pin was placed beside his name on this roster. Another item was a map of the United States with a map pin marking the home town of each A.V.A. member. Both displays were frequently regarded by the members as the originator observed. (At this point he pauses for a pardonable blush of pride.) Of course no convention would be complete without token displays and this was aptly handled by members Kimmons and Schwartz. Very good displays they were, too, even to the point of making the newspapers. Our local members had a display started but the aforementioned cold kept the member handling the display from finishing it, so he atoned by putting in a frame of paper tickets which did attract some attention.

As stated, our Convention was mentioned, even featured, by the three local newspapers. The following Monday the local TV station showed the film taken at Saturday's meeting. While only a few of us saw it on TV, your reporter is negotiating for a copy of this film and may have something interesting to report on it in his next column.

From Friday evening when the room was opened and decorated, until Sunday afternoon when the last member turned out the light and locked up the Empire Room of the Fort Pitt Hotel in Pittsburgh was the scene of a gathering of some of the nicest people in any hobby. We in Pittsburgh hope everyone had as good a time as we did; may they all be home safe by now and may we meet again, here, sometime soon.

(continued on next page)

New York 628 A and B (Orchard Beach turnstile) available at catalog price. These tokens were used on buses of Surface Transportation Co. Let me know if you need varieties of New York Transit Authority--I will try to locate them for you.

Albert Field - 117 West 70 St. - New York 23, N.Y.

For sale or trade: Ky 85 E and F, 50¢ a set. Sold in sets only. Orders for singles will be filled after requests for sets have been filled.

William E. Eisenberg - 2717 W. Carson St. - Pittsburgh 4, Pa.

Horse Car token for trade: Ottawa 645 B in beautiful condition. What have you?

Morton Dawson - 285 Price Blvd. - West Hartford 10, Conn.

For sale or trade at Check List price: Minn 230 H O, 980 B C; Mo 440 L, 880 G, 910 E C; Mont 380 B; Neb 700 H; N.J. 115 G, 555 E; N.C. 240 I, 350 B, 465 A; N.D. 260 D H; Ohio 385 A, 520 G, 830 C, 860 E; Okla 180 A, 640 D F, 800 A E; Ore 700 H, 800 D F, 880 C. Pa 180 F, 525 M, 750 A Q, 765 W; R.I. 700 E; S.C. 240 B, 310 E.

R. F. Sanders - 4905 No. Mississippi Court - Minneapolis, Minn.

For sale or trade for ones I need at catalog prices: Ariz 80 B; Ark 105 B; Calif 110 A, 275 A, 275 Ba, 445 B, 450 J, 525 B, 540 A, 745 J, 760 F, 775 F, 810 A; Colo 140 F, 760 J; Conn 290 G H M, 520 D; Fla 380 H, 690 B, 710 C; Ga 200 A, 580 F, 750 G, 780 B, 920 A; Ill 460 I, 670 A, 720 C, 760 E; Ind 460 U Vb; Iowa 110 I, 600 A; Kans 940 G, 980 C; Ky 10 F, 150 F, 510 A O; La 620 C; Mich 75 F J, 635 B, 885 A B; Md 60 K T U A K, 380 B; Minn 230 H, 540 U, 760 L (lge & sm J), 720 A, 820 B C; Miss 360 A; Mo 820 D, 860 F; Mont 80 E, 140 E; Nebr 540 Q, 700 E H I; N.J. 20 E, 30 A, 115 D; N.Y. 425 F, 505 A, 655 C; N.D. 60 A, 260 D G, 320 C G H, 440 A B, 900 B; Ohio 175 R (2 dots), 330 A, 450 E, 505 F, 745 B, 915 E; Okla 860 A B; Ore 109 A, 130 D; Pa 15 J, 65 F, 135 A B, 495 M, 605 D, 750 G A I, 840 E G, 990 B; S.C. 40 A; S.D. 840 A; Tenn 400 C; Tex 30 D, 340 J, 925 C; Va 730 C; Wash 80 G H, 780 L N, 880 D; Wisc 180 F; Wyo 120 I; D.C. 500 S V; Hawaii 240 D.

Walter K. Dillow - Box 182 - Byron, Illinois

ATWOOD'S CHECK LIST of all U.S. Transportation Tokens, 1952 Edition, complete with supplement. Pages only, unpunched. Price \$3.00, postpaid. Punched for 3-ring binder, \$3.50, postpaid. This price to members only. To non-members, price \$3.50 unpunched; \$4.00 punched.

THE FARE BOX

P.O. BOX 1204

BOSTON 4, MASS.

### PITTSBURGH DISTRICT NOTES (continued from previous page)

So to Eroy Kimmons, his wife and children, Johnnie Jones, Martin McRobie, Felton Smith, their wives and children, as well as Bob McKee, Bill Carr, the Super Brothers, Max Schwartz, Mort Dawson, Ivan Cline, Ralph Koller and Ralph Winant, E. H. Baake, and to wives, mothers, sisters, and friends who accompanied these members we of the PDTC say "Thanks for coming...we were glad to have you...and any time again you want to...come on, leave the rest to us."

- The Pittsburgh District Token Collectors
  - Bill & Corinne Black
  - John Mackie
  - Bill Eisenberg
  - A.R. Sparks
  - William C. Piper
  - Harry C. Bartley (Chairman of Convention; Reporter)

-September 1953-

-page 71-

To The Executive Board of the American Vecturist Assn. (Aug 26):

Gentlemen:

At our National Convention held at Pittsburgh, Pa., August 1 and 2, 1953, I appointed a committee of three to revise our by-laws. This committee consisted of Mr. Schwartz, Mr. Bartley, and Mr. McRobie. These gentlemen were assisted by Mr. Baake and one or two other members present. I assure you they burned the midnight oil very late in order to present them to our members on Sunday morning.

I wish also to inform you that each article and each section of each article was read and explained to all members present at this convention, and that each article was voted upon separately; I also wish to inform you the entire group of members present voted to accept the new Constitution and By-laws. However the votes of the members present at this convention do not put the Constitution into effect. It will need the action of the Executive Board to do so.

I wish to thank Mr. Schwartz for making it possible to be able to enclose a copy of the proposed new constitution and by-laws to each of you. I would therefore want your vote on the following:

Proposition 12. That the present Executive Board of the American Vecturist Association vote to accept the new Constitution & By-laws as presented herewith. I would like to add that if acceptable to the Board, this Constitution & By-laws will be mimeographed by Mr. Coffee and a copy mailed to each of our members.

Fraternally yours,

EROY L. KIMMONS, President.

To The Executive Board of The American Vecturist Assn. (Sept 13):

Gentlemen:

I received two of your letters to proposition 12 too late to make the deadline for the September Fare Box. However I wish to inform you that all of you voted to accept the revisions to our Constitution and By-laws. However Mr. Frisbee called my attention to Article VI, Section 1, of page 7. At our Pittsburgh meeting I objected to the Executive Board's being given the power to select a convention city each year but, since most of the members present had no objection to this, I yielded to this section. However if I remember correction we discussed the time each year, and it was brought out that we voted at Kansas City in 1951 to hold our meetings each year the 1st Saturday & Sunday of August. Now this Section 1 of Article VI gives the Executive Board the authority to fix the time and place each year, with the President to announce in at least three issues of our official publication prior to said convention.

Now I'll go along with the rest of the Board in giving the Executive Board the authority to pick the convention city, but I am not in favor of their setting the time for each year's convention, since we already voted to hold it in August of each year. I am also not in favor of only announcing this in just 3 issues of 'The Fare Box'. I believe that most of our members pick their vacations from 6 to 12 months ahead. Please let me have your own views on this one section, whether to go ahead and accept as presented and wait till the next convention and thrash it out there, or request Mr. Schwartz to re-write this section. Please let me have your views before October, as I shall wait until then before giving our reply to our members.

Fraternally yours,

EROY L. KIMMONS, President.

To The Executive Board of The American Vecturist Assn. (Sept 13):

Gentlemen:

Our Secretary, Mr. Laflin, has just sent me the names of three new applicants for membership. Please let me have your votes on the following:

Proposition 13, No. 156. Abe Marks. Age 55. Cigar and stationery merchant. Collects U.S. only, has been collection for 12 years, has not used a Check List nor received The Fare Box. This gentleman has ordered a new Check List. (118-14 Queens Blvd - Forest Hills, NY)

Proposition 14, No. 157. Alfred J. Ferraro - P.O. Box 146 - Phillipsburg, New Jersey. Age 52. Traffic Engineer. Has about 25 tokens, collecting for 5 years, U.S. only. Has not used Check List nor received The Fare Box.

Proposition 15, No. 158. Edward P. F. Eagan - Happy Harbor - Rye, New York. Age 55. Mr. Eagan is former Boxing Commissioner of the State of New York, and is now a sportsman. Collects U.S. only, has not used a Check List (but has ordered one) nor received The Fare Box.

The above applications have been received in proper form. Please let me have your votes on the above applications.

Fraternally yours,  
EROY L. KIMMONS, President.

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THE ASSOCIATION ELECTION

Mr. Kimmons has announced the appointment of the Election Committee for the coming election. Paul Fouts, Chairman. Donald B. Johns and August J. Nilson, members. Nominations must be received at P.O. Box 1204 - Boston 4, Mass., not later than October 31, 1953, and must be accompanied by the statement that nominee has accepted. At this writing, additional nominations have been received as follows: For President, Albert Field. For Vice President, William E. Eisenberg and Julius A. Kurtz. A complete list of candidates will be published in the October issue, and ballots will accompany that issue to all members in good standing.

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THE MERIDIAN FERTILIZER TOKENS OF SHREVEPORT, LA.  
By John M. Coffee, Jr.

These remarkable tokens were used in 1913 by the Meridian Fertilizer Company, located in Bossier City, Louisiana, just across the river from Shreveport. In 1913, the fertilizer company built a plant at Bossier City, but found it necessary to obtain its labor supply from Shreveport. Since the bridge across the river at that time was a toll bridge, the company gave these tokens to its employees to go to and from work each day. The token is now extremely rare.

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The Carroll, Iowa, token (Iowa 130 A) was used only 2 years, from 1906 to 1908. Cheesebro and Kingman owned a fleet of 4 or 5 horse-drawn buses, which met all passenger trains. Each token was good for a 25¢ trip between the depot and the hotel.



Supplement to Atwood's Check ListBy Ralph FreibergCALIFORNIA

San Diego 745 (reported by William Gallagher)

SAN DIEGO TRANSIT SYSTEM

✓ M	WM 16 S-sc	Good For One Token Fare (Bronze-plated)	\$0.15
✓ N	Bz 16 S-sc	" " " " "	.15

ILLINOIS

Dogtown 220 (reported by Ivan B. Cline)

DOGTOWN FERRY ROUTE 62

✓ C	o Fr Ob Sd	Good 1 Way On Ferry (curved sides 23x31mm)	2.00
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IOWA

Mount Vernon 630 (reported by Frank C. Greene)

HOODMAKERS BUS LINE MT. VERNON, IA.

✓ A	o A Oc Sd	Good For 1 Ride (25mm)	2.00
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KENTUCKY

Louisville 510 (reported by Chris J. Cook)

BLUE MOTOR COACH LINES SCHOOL CHECK

✓ BQ	B Sq Sd	(same as obverse)(21mm)	.10
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Madisonville 530 (reported by Chris J. Cook)

MADISONVILLE TRANSIT CO.

✓ A	WM 16 M	Good For One Fare	.15
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OREGON

Corvallis 160 (R.F.)

HANCOCK BUS LINE CORVALLIS ORE.

✓ M	B Oc Sd	Good For 1 Ride (21mm)	.20
✓ N	B 22 Sd	" " " "	.20

PENNSYLVANIA

Pittsburgh 765

PITTSBURGH RAILWAYS CO.

✓ Y	o B 16 P	Good For One Fare 2 2	.15
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West Leisenring 975 (reported by Corinne M. Black)

BUTE TAXI CO. WEST LEISENRING, PA. (STAR)

A	o A 21 Sd	Good For One Fare 10¢	.25
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BUTE TAXI CO. WEST LEISENRING PA.

B	o A 25 Sd	Good For 25 In Trade	.50
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C	o A 29 Sd	" " 35 " "	.50
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WASHINGTON

Spokane 840 (reported by Cecil G. Jefferson)

SPOKANE CITY LINES

✓ O	WM 16 Tree-sc	Good For One City Fare	.15
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UNIDENTIFIED

HOLY TRINITY SCHOOL BUS

45. B 20 Sd

(blank)

MORIAH PLANK ROAD COMPANY INCORPORATED 1850

46. Ve 32 Ch

Pass Two Horse Loaded Team G. Sherman

/President

(45 reported by Chris J. Cook; 46 reported by John G. Nicolosi)

PRICES REALIZED AT THE A.V.A. AUCTION OF AUGUST 10

10.....\$0.25	19.....\$2.25	21.....\$2.00	27.....\$2.25
16.....1.75	20.....2.25	23......75	

No other lot received any bids. This auction was singularly unsuccessful. It is to be hoped that collectors in the future will show a little more willingness to submit good tokens for auction. The auctions are an important part of our Association life, in that they offer a market place for collectors to acquire and dispose of tokens. Further, they offer an excellent guide to current values of rare tokens. The Auction Committee are to be commended for their good work. It was through no fault of theirs that this auction turned out to be so devoid of good material.

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A MESSAGE FROM THE PRESIDENT

To My Fellow Vecturists, Greetings:

My family and I had a most wonderful vacation trip through New England and attended our national convention at Pittsburgh. We were very happy to meet some of our members whom we had met at Kansas City and Colorado Springs, and to meet for the first time so many new faces most of whom I had corresponded with for a long time. On the way to Pittsburgh we spent a couple of very pleasant days with Johnnie Jones and family of Springfield, Mo., and with our old friend Walter Underwood and his parents. I can still taste that good fried chicken that Walter's mother served us. Also took a little run up to see Chris Cook, and only regret that we did not have the time to spend a couple days with Chris. On our way home from Maine I hunted up an old correspondent at Augusta, with whom I had corresponded for 25 years, but never met. To my good friends through Connecticut, New York, etc., I wish to express my regret at not being able to stop and say Hello, but when I left Maine I was due back on my job here in Austin. It was very tempting to pass through New York City and stay a week with Max Schwartz. On our way through Mississippi I hunted up Dave Smith, and had a very pleasant chat with him. Dave would be very glad to meet any of our members who might be down his way.

I have the acceptance of Mr. Paul Fouts as Chairman, with the help of Mr. Donald B. Johns and Mr. August J. Nilson, of Seattle, to serve as the Election Committee for our coming election. When you receive your official ballot, please mark your envelope "OFFICIAL A.V.A. BALLOT" and mail to Mr. Paul Fouts - 609 Peoples Building, 2nd & Pike Street - Seattle 1, Washington.

At this writing I have not heard from all members of the Executive Board regarding the new proposed Constitution and By-laws. I will therefore have to bring you the results of their votes in the October Fare Box. (Editor's note; due to lateness of this issue, the results are listed elsewhere in this issue.)

Fraternally yours,

EROY L. KIMMONS, President  
American Vecturist Association

Check List of Foreign Transportation Tokens

By Roland C. Atwood

A U S T R A L I A

Brisbane 250		
A o WM Hx Sd	BT (in monogram)(loop ring) (numerals)(black & yellow enameled)	\$1.00
Fremantle 400		
A o B 24 Sd	Freemantle Municipal Tramways (numerals) (Mfg's name)(used as coat lapel button)	1.00
Geelong 500		
A o B 29 Sd	Geelong Electric Tramways State Electricity /Commission of Victoria 1921 (crest) (numerals)(loop ring)(enameled red, white, /and blue)	1.00
Kalgoorlie 600		
A o WM 35 Sd	K.E.T. (numerals)(coat lapel button) (blank)	1.00
Launceton 700		
A o WM 32 Sq-sc	Launceton Corporation (Mfg's name)(numerals)	1.00
Melbourne 750		
A o Fe 22 Sd	Melbourne & Metropolitan Tramways Board 1 <sup>st</sup> (used 1922 to 1926 only)	1.00
Perth 800		
A o WM 25 Sd	W.A. Government Tramways Trams (loop ring) (blank)(red and blue enameled)	1.00
Sydney 900		
A o WM 23 Sd	Balmain New Ferry Co. Ltd. (loop ring) Pass	.50
B o B Sq Sd	R.P.S.T. 1 (loop ring) B 110	.50
C o WM Dd Dd-sc	Sydney Ferries Limited No.- (Fc) (blank)	.50
D o WM B1 Tr-sc	Sydney Ferries Limited No.- (Pc)(L-sc) (blank)	.50
E o WM Ov Fc	Sydney Ferries Ltd. L No.- (blank)	.50
F o WM Acorn Pc	Sydney Ferries Ltd. No.- (blank)	.50
G o B 23 Sd	Sydney Ferries Ltd. ACBS (loop ring) (blank)	.50

-FB page 76, September 1953-

Sydney 900 (continued)

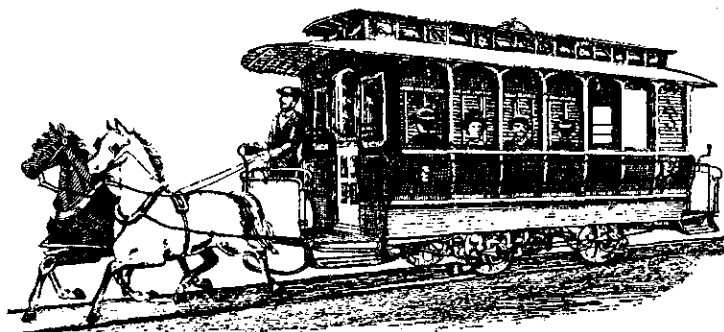
H o WM 26 K	Sydney Ferries Ltd. (S-sc)(Pc)(Pc) (blank)	\$0.50
I o WM 26 L-sc	S.F. Ltd. B (Pc) No.- (Sc) (blank)	.50
J o WM Sh L-sc	S.F. Ltd. No.- (Sm-sc)(loop ring) (blank)	.50
K o WM Ht P-sc	S.F. Ltd. (loop ring) (blank)	.50
L o WM Ca Pc	S.F. Ltd. G (same as obverse)	.50
M o WM Ca L-sc	S.F. Ltd. (Pc)(4-sc) (blank)	.50
N o B Ov W-sc	S.F. Ltd. )Pc( (Ov-sc) (blank)	.50
O o B Ov 4-sc	S.F. Ltd. (Pc) (numerals)	.50
P o A St Sd	W.B. & S.S. Ferry Co. No.- (loop ring) (blank)	.50
Q o A Ov Pc	W.B. & S.S.F. Co. No.- (crown) Garden Island Ferry Service (anchor)	.50
R o WM Hx Sm-sc	W.B. & S.S.F. Co. Ltd. No.- (loop ring) (blank)	.50
S o A 25 Sd	Watson Bay Ferry Company	.50
T o A Oc Pc	Watson's Bay to Sydney 3d. North Shore Steam Ferry Co. Ltd. Gentm. 15/- /Quarter No. Mr.- This Ticket Must be Produced /Each Trip or The Fare Paid Milson Point and Lavendar Bay Not Trans- /ferable No.-	.50
U o K Oc Pc	(Obverse & reverse same as for T)	.50
V o A 29 M-sc	P.J. & M.S.S. Co. Ltd. Manley Turnstiles Children	.20
W A 21 M-sc	P.J. & M.S.S. Co. Ltd. Manley Turnstiles Adults	.20
X B 21 M-sc	P.J. & M.S.S. Co. Ltd. Manley Turnstiles Adults	.20
Y B 18 Pc	Sydney Ferries Limited For Use in Ferry Turnstiles	.25

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Harold Ford, Jr.



New Issues Editor  
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VOLUME 7

OCTOBER, 1953

NUMBER 10

With this issue A.V.A. members will find enclosed an official ballot for the Association Election. Please mark your ballot and mail as indicated thereon before October 31. While that is the official deadline, I am asking Mr. Fouts to wait until November 3 before closing the books, because of the short notice. However, please don't delay in mailing in your ballots. As requested at the bottom of the ballot, please mark the envelope "Official A.V.A. Ballot," so these won't get mixed up with Mr. Fouts' other correspondence. Each member is urged to exercise his franchise; every vote is crucial.

I have received a request from Mr. Ritterband (6576 Colgate Ave., Los Angeles 48, Calif.) to purchase Nev 100 B, NY 505 A, and Pa 145 A. Any member willing to sell him these tokens should contact Mr. Ritterband directly.

Recently I had it brought home to me once more that "tokens are where you find them." As a result of lengthy correspondence, I was able to obtain one (only 1) of the old aluminum Radford Street Railway tokens (Va 700 A). The token was found by a man who was digging a water line for the city, apparently buried these many years. In addition to the token itself, I was able to locate information that the Radford Street Railway was chartered August 15, 1892, by Mr. M. A. Riffe (whose name is on the token). The Radford City Street Railway Co. brought court action against Mr. Riffe on September 7, 1892, and Mr. Riffe won the case. He proceeded to construct his line on First Street, Arlington St., and Wadsworth St. I have been unable to determine how long this company continued in operation. The token was discovered originally by Mr. Cooper (Feb 1948 Fare Box), and to the best of my knowledge only two are known to exist.

On Ill 435 A, the city is spelled "ITASCA," not Itasco. Medinah is located a few miles away. Correspondence with the postmistress in Itasca indicates that Medinah has only been so-named since about 1920, so apparently that token was used since that time. Any collector who can furnish additional information, please contact the Editor.

## TWELFTH MEETING OF THE AMERICAN VECTURIST ASSOCIATION

The 12th Meeting of the American Vecturist Association was held at Pittsburgh in the Empire Room of the Fort Pitt Hotel on August 1 and 2, 1953. Meeting was called to order at 1:30 p.m. by President Eroy L. Kimmons, with two officers present, Kimmons and William L. Black, Curator. The following members were present: Bartley, Jones, Kimmons, Eisenberg, McKee, McRobie, Felton Smith, Carr, Michael and Paul Super, Schwartz, Dawson, Bill and Corinne Black, Cline, Winant, Baake, Koller, Piper, and Mackie. As most of the members brought their families, we had 20 visitors. Also attending was W. Gaede, a coin dealer from Pittsburgh. After an address of welcome by Harry C. Bartley to the members and visitors present, Mr. Kimmons took charge of the meeting. Mr. Kimmons read a letter from Quincy Laflin, our Secretary, expressing his regrets that he couldn't attend. Mr. Kimmons then appointed Corinne Black as Secretary Pro-Tem. A telegram was read by Mr. Kimmons from the Seattle Transportation Token Club, hoping we have a nice meeting. Miss Ione Kibbe also sent a message of regret that she was unable to attend. A letter was also received from the Barnetts expressing inability to attend the meeting. The minutes of the Colorado Springs meeting were accepted by the group on motion of Mr. Jones, seconded by Mr. Black. The general report on the activities of the Association from August 1, 1952, through July 31, 1953, as presented by Secretary Laflin, was read by Mr. Schwartz. Report accepted on motion by Mr. Eisenberg, seconded by Mr. Jones. The report of Mr. Williamson, our Treasurer, was read and accepted, on motion of Mr. Eisenberg, seconded by Mr. Baake.

Mr. Kimmons then gave a resume of the meeting at Colorado Spgs, discussing the proposed changes in the Constitution as voted upon at that time, but turned down by the Executive Board. Mr. Kimmons then appointed the following committee: Mr. Schwartz (chairman), Mr. Baake, and Mr. Bartley, to work on a revised Constitution after the present meeting adjourned. This Committee together with McRobie and Mackie held a meeting at 8 p.m. August 1.

A short recess was ordered, during which photographers took pictures, from WDTW television studio (which were shown at 5:45 p.m., August 3 on WDTV) and Pittsburgh Post-Gazette. Various members also took pictures. At that time there were also reporters present from the Pittsburgh Press and Pittsburgh Sun-Telegraph.

Meeting resumed at 3:30 p.m. The death of William Liddell, member 120, was noted. Mr. Schwartz then recommended that in the future we follow the procedure used by the A.N.A. as to reading of the death of members. Motion carried after being seconded by Mr. Winant.

Nominations for officers were then in order, with following results: President - Quincy A. Laflin of Minneapolis. Vice President - Cecil G. Jefferson of Seattle. Secretary - Max M. Schwartz of New York. Treasurer - R. K. Frisbee of Denver. Curator - William L. Black of McKeesport. These nominees were accepted by the members on motion of Felton Smith, seconded by Mr. Koller. It was then moved by Mr. Baake, seconded by Mr. Smith, that nominations be closed September 30. They were then to be published in the October Fare Box, and ballots be sent to members to facilitate their voting.

Mr. Schwartz moved that a vote of thanks be tendered to Mr. Bartley and his committee for the splendid arrangements made for the Pittsburgh meeting. This was seconded by Mr. Winant. Mr. Bartley responded, thanking the members for their vote of appreciation. Mr. Schwartz then moved that the expense of the meeting place which was \$40.00 be assumed by the Association. Motion carried on second by Mr. Winant.

12th A.V.A. MEETING (continued)

Mr. Cline moved that we choose a place for the 1954 meeting. Several places were named: Seattle on invitation by telegram from S.T.T.C., Minneapolis, Akron, New York, Baltimore, and Evansville. A vote for each place was taken resulting in a tie between Akron and Evansville. Another vote was taken with Evansville leading. Evansville, Ind., is to be the place of the next meeting with Ivan Cline appointed to make all arrangements. It was also decided that notices for the meeting be put in the March Fare Box.

The meeting was then thrown open for discussion. Mr. Schwartz gave a resume of the growth of the A.V.A. from its beginning in New York City July 10 and 11, 1948, till the present time. We have had a preliminary meeting and 12 regular meetings in that time. Our membership has risen from 10 members to 155. We now have 113 active members, the others having been lost due to death, lack of interest, or financial reasons. Tokens in general were discussed. Some interesting stories were told about the acquisition of various tokens, especially by Mr. Schwartz, Mr. Cline, and Mr. Kimmons. Meeting adjourned at 5:10 p.m.

Meeting reconvened Sunday, August 2, at 11:00 a.m. Report of proposed amendments to Constitution & By Laws was read by Mr. Schwartz. Each article was read separately. Discussion was then in order, and after such discussion each article was voted on by the show of hands. After each article was voted on, the entire Constitution as amended was voted upon by show of hands. It was accepted by the entire membership present. The entire Constitution as accepted is to be published in THE FARE BOX, not as part of it but as an instrument in itself. This will be each member's copy of the Constitution; it will not be printed in pamphlet form as previously.

A change in the length of term of the officers to be elected in November was made. They will serve only until the next convention. Next years' officers (1954 & 1955) are to be nominated in March and elected before the meeting in August. Then the outgoing officers will be installed and serve the 2nd day of the meeting. This was put to a vote on motion by Mr. Baake, seconded by Mr. Smith. Motion carried.

The group presented Mr. Kimmons with a gift in appreciation of a job well done as President of the A.V.A. It was a tie with a horse-car and fare box painted on it. He responded with a very nice thank you speech.

Meeting was closed by a prayer by Mr. Mackie, asking for God-Speed and a safe journey home for all those who attended the meeting.

Respectfully submitted,

CORINNE M. BLACK (Secy Pro-Tem)

inspected & rewritten by  
QUINCY A. LAFLIN, SECRETARY.

\*\*\*\*\*

**ELECTION OF OFFICERS OF THE AMERICAN VECTURIST ASSOCIATION**

The following have been nominated for election as officers of the AVA. Ballots must be received before OCTOBER 31, 1953, by PAUL FOUTS - 609 PEOPLES BUILDING - SEATTLE 1, WASHINGTON

For President - Quincy A. Laflin and Albert Field.

For Vice President - C. G. Jefferson, Wm. Eisenberg, and J. Kurtz.

For Secretary - Max M. Schwartz. For Treasurer - R. K. Frisbee.

For Curator - William L. Black.

For sale at check list prices: Fla 380 O, 35¢; Ill 530 E, 25¢; Mass 305 B, 50¢. Have enough for all who may need these.  
Morton Dawson - 285 Price Blvd. - West Hartford 10, Conn.  
For sale at Check List prices: Cal 275 A (3 var.); 775 F. Ga 200 A. Ill 890 E. Ind 180 A; 650 C. Iowa 600 A; 850 I. Kans 40 G. Md 60 I J K P S T U AB AK. Mass 445 A; 695 A; 970 E. Mich 470 A; 885 A B. Miss 900 E. NJ 20 E; 30 A. NY 210 A B; 305 A; 630 AH; 631 C D E; 690 A. NC 670 A. Ohio 440 A C E. Pa 720 A.  
Max M. Schwartz - 130 West 42nd St. - New York 36, N.Y.  
ATWOOD'S CHECK LIST of all U.S. Transportation Tokens, complete with supplement. Pages only, unpunched. Price \$3.50 postpaid. Punched for 3-ring binder, \$4 postpaid. 50¢ discount to members of A.V.A.  
THE FARE BOX - P.O. BOX 1204 - BOSTON 4, MASS.

### HOODMAKERS BUS LINE TOKENS

The Editor recently wrote to Mount Vernon, Iowa, seeking information about this new discovery (listed last month). In reply he received the following letter from Mr. John Hoodmaker:

"Dear Mr. Coffee. I will try and give you the information on this bus line you wish as near as I can. In 1892 I was employed by Mr. P.O. Hahn who operated this bus line. In about 1895 I bought this bus line from Mr. Hahn and operated it till 1911 then sold it to Mr. J. A. Petty who has died. This was a horse drawn bus line which I sold to Mr. Petty. I also did freight hauling, U.S. Mail & Express which were horse drawn one dray wagon and one horse drawn express wagon. After 1911 I sold my horses and used motor power one Model T Ford to do my hauling for the merchants. Also mail & Exp. I continued this business till Jan 9th 1943 when I sold to Mr. E. R. Litts of Mt. Vernon, Ia. The tokens were used by traveling salesmen only 25¢ round trip in on one train and out on the next. For the city pas. 25¢ one way no tokens. I was a young man when I started in this business. Now I am an old man 84 years old May 19th, 1953.

"You may use this degree if you wish: University of Hard Knocks. John Hoodmaker. Know all men by these presents that John Hoodmaker having completed the prescribed course of study in the University of Hard Knocks and having served his community with faithfulness and distinction through fifty years of hard work is hereby admitted to the degree of Master Drayman (M.Dr.) upon recommendation of his friends in the City of Mt. Vernon, and is entitled to all the honor, rights, and privileges pertaining to that degree. In witness whereof we have affixed the corporate seal of the City of Mt. Vernon, Ia., given at Mt. Vernon, Iowa, Our Lord Nineteen Hundred and Forty-Three. By the Mayor Roy A. Nelson. By the Consim Club, A. J. Rogers Pres.

"Yours truly,

"John Hoodmaker"

The Editor is particularly grateful to Mr. Hoodmaker for his interesting account of his Bus Line, and I felt his letter too precious to change in any way.

Mr. Hoodmaker has none of the tokens left and knows of the whereabouts of none of them. Consequently the Hoodmakers Bus Line token now takes its place among the classic rarities of transportation token collecting, the sole example being in Mr. Greene's collection.



(81 Oct 53)

Supplement to Atwood's Check List

By Ralph Freiberg

ILLINOIS

Mt. Carmel 600 (reported by Lee Pierson)  
5th ST. FERRY MT. CARMEL ILL.  
/ B o A 25 Sd Good For Return Trip \$0.50

INDIANA

New Harmony 700 (reported by Ivan B. Cline)  
NEW HARMONY FERRY  
/ A o A Ov Sd Good For 1 Auto Trip .50

NORTH CAROLINA

Shelby 770 (reported by R. K. Frisbee)  
SHELBY TRANSIT CO. S T C  
/ C WM 23 Bar Good For One Fare (bus) .10

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FURTHER CORRECTIONS TO ATWOOD'S CHECK LIST

- / 1. Calif 545 A & B - delete "One" from reverse.
- ✓ 2. Ill 220 A - reverse reads "Good 1 Way on Ferry"
- / 3. Ill 220 B - reverse reads "Good 1 Way Car"
- / 4. Ind 860 B - reverse reads "Good For One Fare R.R. Smith Vice Pres."
- / 5. La 30 C - add (zinc & silverplated zinc)
- / 6. Mass 550 G - no periods after D and Divn
- / 7. Mich 470 A & B - on obverse it is "Passage" and not "passenger"
- / 8. Minn 540 K - add "d" after 12½ to read 12½d
- / 9. N.Y. 25 F - reads "F J & G" on both sides.
- / 10. Ohio 915 J - add (shades) --red & yellow bronze.
- / 11. Pa 765 D - reads "Treas." on obverse, not "Pres."
- / 12. Wash 80 D E F G - add hyphen bet. Bremerton-Charleston
- / 13. Md 60 A - it is Pc, not Solid.

It is the consensus of opinion with collectors after my article on bronze and copper tokens that the following listings should be dropped: NC 770 B, Pa 575 F, Texas 270 C, Wisc 870 D. The copper is nothing more than a darker shade of bronze. So in each of these cases mark the previous number as NC 770, the bronze listing as (shades); likewise Pa 575 E, Texas 270 B, Wisc 870 C. Regarding copper tokens, although they have been used in the past, it was noted that the metal was too soft and nicked up too easily and so a harder metal, or the bronze, came into use. Also in the deleting of any number from the checklist it became the policy of the society never to change any number and once it has been deleted not to give it to any other. This applies to new listings such as NC 770 C, which is listed in New Issues and NC 770 B will always remain blank.

- Ralph Freiberg

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Paul Fouts sends a clipping from the Boston Daily Globe, of Friday, April 18, 1890. It consists of an ad by the old West End Street Railway Company, offering 1,000 horses at auction "at our Neck Stables 2000 Washington St., Boston." It is significant because this represents the changeover from horsepower to electric power.

## NOTES ABOUT TOKENS

By Ralph Freiberg

It seems that there were some tokens used by small river ferries in the eastern part of Illinois and the western part of Indiana, particularly along the Wabash River. Most of these tokens were used in the late 1930's or early 1940's. No one, it seems, knew about them until Lee Pierson found one for Grayville, Ill., and then Ivan Cline also started to dig up some of them. In this month's New Issues Pierson and Cline have both come up with new ones. Possibly there will be more from this territory.

The Shelby, N.C., token reported in this issue is in reality a school token although it does not state as much. Then again the recent token from Tulare, Calif., although it does say School Token is actually an adult fare token. This point was overlooked in the ordering of the token. Kenny Smith in talking to the owner found this out so token should have been listed at 15¢, as that is the actual price of fare. The token recently listed as Fla 380 S has come in for a lot of comment. Letters from company have said that all tokens have been destroyed, but the later letters from company say they were never used. However it is known that at least three of these are in the hands of collectors so the token actually exists and some did get out. Whether actually used or not I cannot state as sometimes letters from companies will say one thing to by-pass collectors who keep on writing for something. Letters to company at Miami will also state that 530 G was never used, but a couple of them also got out. There is also another token that probably should be listed, a Sv plated Ez from South Bend, Ind. I have the token but just haven't had time to write and check up. Fare raised this year to 3 for 50¢, so tokens probably were plated.

It is not my policy to drop any token that does exist. Some collectors have tokens that they think should be deleted, but sometimes it is too hard to prove that some tokens are nothing more than patterns or samples. However they do exist but on this point arguments could be carried on to doomsday. However there are some tokens that we have doubts if anyone actually has. There are 3 tokens which we doubt exist: (1) Ohio 30 B which was reported as V1. Party reporting it later said he made a mistake in color and it should be dropped. (2) Mont 660 D, would like to know of one person who actually has this token and also would like to know of anyone having (3) Va 620 O. So anyone having any of these 3 tokens please notify the New Issues Editor or Editor of The Fare Box, or else these 3 will be dropped by the 1st of the year. I am also waiting to hear of anyone having Mich 525 K (a bronze token) or else this one will also be dropped by 1st of the year. Another token I would like to know about is Ill 665 B. Would like to know how many actually have this token that is a white metal token. I believe it is just a bronze token that was silver-plated.

I do not know how many cities in Illinois the Southern Illinois Transit Line tokens were used in, but the bronze tokens of this company were used in Mt. Carmel and were plated for one special day and were given away by either some lodge or business men. I believe this token should be listed under Mt. Carmel as 600 C (the silver-plated one).

Check List of Foreign Transportation Tokens

By Roland C. Atwood

**G E R M A N Y**

AACHEN 50

			STRASSENBAHN AACHEN 8 - 1 MK. (DESIGN)	
A o B	21	Sd	(trademark)	\$0.50
			ZAHLMARKE DER STRASSENB. AACHEN-BURTSCHIED	
B o B	20	Sd	12½ Pfennig	.50
			AACHENER & BURTSCHIEDER STRASSENBAHN (HORSE)	
C o Z	21	Sd	Zahlmarke 10 Pf.	1.00

ALTENBURG 60

			ALTENBURGER STRASSENBAHN (CAR)	
A	B	Ov Sd	Stadtrat Altenburg Fahrmarke (car)	.35
B	A	Ov Sd	" " "	.35
C	Z	Oc Sd	(same as obverse)	.35
D	B	Oc Sd	" " "	.35
E	S	Oc Sd	" " "	.35
F	A	Oc Sd	" " "	.35
G	A	Oc Sd	Altenburger Strassenbahn 10	.35
H	A	19 Sd	Fahrmarke Fur Kinder	.35

AUGSBURG 75

			STADT. STRASSENBAHN AUGSBURG (CREST)	
A o A	24	Sd	Notgeld 1920 50 Pfennig	.35
B o A	21	Sd	" " 20 Pfennig	.35

BAMBERG 100

			ELECTRISCHE STRASSENBAHN BAMBERG (CAR)	
A	A	Oc Sd	Gultig Nur an Werktagen (20mm)	.35
B	A	Oc Sd	Wert-Marke 50 (20mm)	.35
C	B	Ov Sd	Schuler-Marke Gultig Nur an Werktagen	.35
			BAMBERG ELECTR. STRASSENBAHN A.-G. FAHR-MARKE	
D	A	Sq Sd	(car)(21mm)	.35
E	B	Sq Sd	"	.35

BERLIN 125

			ALLGEM. BERLINER OMNIBUS AKT. GES. 2½	
A o Z	Sq	Sd	2½. A.B.O. A.G.	.25
			B F Z (used by Berlin Central Ferry)	
B o S	24	Sd	(numerals)	.20
			BERLINER PFERDE-EISENBAHN-GESELL-SCHAFT	
C o B	21	Sd	Gultig Fur Eine Fahrt Inner Halb/Charlott-	
			/enburg	.50
			T R (Cavalier Bridge)	
D o K	Oc	Sd	Zall-Marke	.20
			CAVALIER BRUCKE BERLIN	
E o B	18	Sd	(reverse inscription unknown)	.50

BOCHUM 135

A	S	21	Tr-sc	BOCH-GELS. STRASSENBAHNEN A-G	
				Nur Gultig Im Strab-U-Betrieb 10	\$0.20

BRESLAU 150

A	o	S	20	Sd	STADT STRASSENBAHN BRESLAU (CREST)	
B	o	S	20	Sd	Wertmarke der Strassenbahn 10	.35
C	o	S	20	Sd	" " " " 1920	.35
D	o	S	20	Sd	" " " " 1921	.35
					" " " " 1919	.35
E	o	A	25	Sd	WERTMARKE DER STADT. BRESLAU 15	
					(Scene) Rathaus	.25

BRAUNSCHWEIG 160

A	o	WM	22	Sd	BRAUNSCHWEIGER PFERDE BAHN (LION)	
					Fahrmarke (car)	.50

BROMBERG 165

A	A	Oc	Sd	BROMBERGER STRASSENBAHN (CAR)	
				(same as obverse)	.35

CELLE 170

A	Z	Oc	Sd	STRASSENBAHN GESELLSCHAFT CELLR 12½ PFG.	
				(arms)	.35

CHEMNITZ 175

A	o	S	23	Sd	STRASSENBAHN CHEMNITZ (CAR)	
B	o	Z	23	Sd	15	.25
C	o	Z	23	Tr-sc	15	.25
D	Z	Hx	Sd	STRASSENBAHN DER STADT CHEMNITZ		
				(car)	.25	
E	K	16	Sd	POLIZEIAMT DER STADT CHEMNITZ (ARMS)		
				Frel-Fahrmarke	.25	
F	K	22	Sd	CHEMNITZER STRASSENBAHN (CAR)		
				Marke Fur Beamte	.25	
G	A	27	Sd	STRASSENBAHN CHEMNITZ (CAR)		
				10	.25	

COTTBUS 200

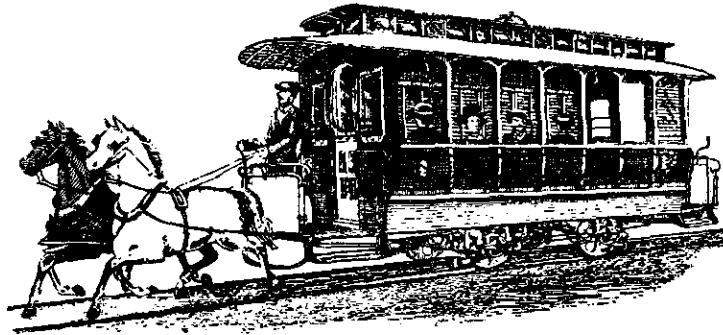
A	B	20	Ch	STRASSENBAHN COTTBUS	
B	Z	21	Ch	Gultig Fur Eine Fahrt	.25
C	Z	Ob	Sd	" " " "	.25
				(same as obverse)	.25
D	Z	Ob	Sd	STRASSENBAHN COTTBUS 15	
				(same as obverse)	.25
E	Z	20	Tr-sc	STRASSENBAHN COTTBUS	
				Fahrmarke	.25

# THE FARE BOX

A Monthly News-Letter  
for Collectors of  
Transportation Tokens

Published by the  
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Association

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VOLUME 7

NOVEMBER, 1953

NUMBER 11

## LAFLIN AND JEFFERSON ARE ELECTED

Quincy A. Laflin was elected President of the American Vecturist Association, and Cecil G. Jefferson was elected Vice-President, in the recent Association election. Our congratulations to them, and to the other three men who were unopposed for election this year. We should have a great year ahead of us with such capable men at the helm. Regardless of the outcome, however, the Association would have been in good hands, as all nominees were highly capable and respected vecturists. Complete returns are inside this issue.

Frank Greene reports a simple method for differentiating between the "gilder's brass" and "dull brass" of Mo 440 C and D. On C, the top of the "a" is open, and indentations on the stars are long. This token is made of soft brass and unworn copies are rare. On D, the top of the "a" is closed (in Harder). Stars have short points. Brass is less easily worn and shiny unworn tokens are common. Frank also reports that all Kansas City Rys. Co. and Kansas City Public Service Co. 16mm tokens except G are in use and sold at 4 for 75¢.

The mystery of the Guam Bus Lines token remains unsolved. The Editor has received a letter from the Postmaster of Agana, Guam, in which it is stated that Guam Bus Lines was operated by the Government of Guam until July, 1949. It was a non-commercial line operated principally to assist farmers and others to haul their produce to market at a nominal fee. The letter goes on, "a standard fee of 10¢ was charged per person from one point on the island to the other, the distances ranging from 8 to 30 miles. Transactions were on a cash basis. At present Guam buses are government-controlled and are utilized to transport children to and from school freely. There is no company that operates bus lines except taxicabs that are privately owned and run into the hundreds." So the question remains: Was this token used, and if so, When? If any reader can supply additional information, it will be appreciated.

# A MESSAGE FROM THE PRESIDENT

To my Fellow Vecturists, Greetings:

In order that there would be no delay in getting to our members your present Executive Board's decision on the time and place of our 1954 Convention, I submitted to the Board Proposition #16 which provides that this Board go along with the city voted upon at our Pittsburgh meeting, and that said meeting be held at Evansville, Indiana. The time shall be the first Saturday and Sunday in August, 1954. The meeting will therefore be held on the 7th and 8th of August. The above proposition was voted upon by all members of this board. So plan now, Fellows, to meet your fellow vecturist at Evansville, Ind., next August 7 and 8.

The Chairman of the Election Committee, Mr. Paul Fouts, has just sent me the results of the election. My sincere congratulations to Quincy Laflin, Cecil Jefferson, Max Schwartz, R.K. Frisbee, and William Black, on their election to their respective office. I know that these men will serve you well, and I trust that each of you will give them your help and support, as you have given me during my two years as President of this Association. I want to tell you that it has been a privilege and a pleasure to serve you for the past two years, and I am indeed grateful to have had the other officers to serve with me. It was indeed gratifying to have such loyal support, and to the newly elected officers, I wish to offer my help and support at all times.

Fraternally yours,

EROY L. KIMMONS, President  
American Vecturist Assn.

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## RESULTS OF THE ASSOCIATION ELECTION

The following is the number of votes cast for the various candidates for each office:

### PRESIDENT

Quincy A. Laflin.....59  
Albert Field..... 8  
Ralph Freiberg (\*)..... 1

### SECRETARY

Max M. Schwartz.....61  
Corinne M. Black (\*)..... 1  
Quincy A. Laflin (\*)..... 1  
Donald B. Johns (\*)..... 1  
Eroy L. Kimmons (\*)..... 1

### VICE-PRESIDENT

Cecil G. Jefferson.....37  
William E. Eisenberg.....26  
Julius A. Kurtz..... 5

### TREASURER

R. K. Frisbee.....67

### CURATOR

William L. Black.....67

(\*) indicates write-in votes.

Sixty-eight ballots were cast, every one voting in the President and Vice-President. There were 3 blanks in the Secretary race, and 1 blank each in the Treasurer and Curator races.

- ELECTION COMMITTEE  
Paul Fouts, Chairman  
Donald B. Johns  
August J. Nilson

# PITTSBURGH DISTRICT NOTES

By Harry C. Bartley

On Sunday afternoon, October 18, 1953, the Pittsburgh District Token Collectors Group had one of the best meetings since its inception. With all but one of its members present at the regular meeting place (1208 House Bldg) it was treated to a showing of a copy of the original film taken by the TV newsman at the A.V.A. convention here this year. Everyone relived that Saturday afternoon as each succeeding scene showed our A.V.A. partners, and ourselves, in action. Cries of "...there's Kimmons...that's Mrs. Dawson...but who is that man behind Baake?..." etc., made one forget it was not a "sound" picture, and when your Pittsburgh correspondent's face appeared on the screen the boos could have been heard two blocks away. It was worth getting and seeing, and we are indebted to Mr. Reynolds Galbraith of the Pittsburgh Electric Railway Club for making a special trip in, with his equipment, and showing it to us. For the next hour or so we proceeded to sell or exchange tokens to each other and discuss new issues, etc. Most members did well here, for nearly everyone brought in some tokens and needed some from another member. It was a nice session, and ended only when the tokens were finally reassigned. But we had even more to do than see movies or trade.

PDTG convention-chairman Bartley (who seems to have become the "Poo-Bah" of the Group at present) gave a final accounting on the Convention. Everything seems to have worked out just right for us, even including expenses. He read a letter from President Kimmons thanking PDTG for its part, and also excerpts from several other letters received from A.V.A. members, praising and thanking us again for what (little) we did. It really made all of our PDTG members feel proud and happy that our efforts were so nicely received.

The next item discussed was pictures taken at the Convention. Right at this point I wish to offer my apologies to those who attended the Convention on the matter of pictures. I had contacted two regular (commercial) photographers but due to very unusual circumstances neither could make it there at the proper time. Being stuck and at a very inopportune time (Sat. aft.) I put in a hurried call to Mr. Bob Brown of the Pgh. Elec. Ry. Club who very graciously came in and took some pictures. Unfortunately he did not have the proper equipment available for the conditions so the results were not up to standard. Our thanks to Mr. Brown for his excellent cooperation regardless of results. We hope some of the other A.V.A. members who took pictures had better results (understand one man also had bad luck with his) and we will appreciate it if anyone who did get good shots will write in and let us all know. I am asking Mr. Coffee to put in two ads for us on the movie film and on these two pictures (of Mr. Brown's) so details of them should appear elsewhere in this issue.

Your correspondent next reported that the token frame intended for the Convention was finally completed and entered at the Sewickly Centennial Celebration and Hobby Show where it was well received. The Blacks attended this show and vouched for the statement.

It was then nearing the time for adjournment, and upon hearing from Bill Eisenberg that he wished to be excused due to a death in the family we decided to call it a very good and eventful day, and adjourned until January 17, 1954. Present were Bill & Corinne Black; William Piper; John Mackie; H.C. Bartley; Mr. R. Galbraith (PERC) Visitor.

I have a few W.Va. 240 B at 10¢ or any 10¢ token will get you one. Stamped envelope please.

M. B. McRobie - 1073 Pitkin Ave. - Akron 10, Ohio

Have all of the Ill 600 B tokens (12 of them) for sale or trade, at \$2.00 each. Please send stamped envelope. Also have 8 of the Ind 700 A for sale at \$2.50 each.

Ivan B. Cline - 808 West Illinois St. - Evansville 10, Ind.

I still have a few of the following tokens for sale - Ill 530 E at 25¢; Mass 305 B at 50¢; For those I failed to write to...scarce Conn 290 I at 50¢.

Morton H. Dawson - 285 Price Blvd. - West Hartford 10, Conn.

I will pay over catalog price for: Ariz 680 A, 720 A; Ida 100 F, 180 A, 380 A B, 440 C H I; Mont 140 C, 320 A B, 480 C, 660 A D; N.D. 60 B, 260 A, 600 A C, 900 A; Ore 160 J K; 800 A; S.D. 10 E, 100 A, 260 A, 370 A, 480 A, 680 A B, 780 B, 950 A; Wyo 480 A, 660 A, 750 A, 810 A.

Frank W. Guernsey - 615 S.E. 70th Avenue - Portland 16, Ore.

Will have time over Christmas vacation to cut stencils and mimeograph personal want-lists for 2 collectors. Will accept your duplicate tokens that I can use in part or full payment. Write me before December 15.

Harold Ford, Jr. - 1244 Louisiana Street - Lawrence, Kansas

The following items are available as noted; see Pittsburgh District Notes for further details. (1) About 25 feet of 16mm film (no sound) copied from film taken by TV news cameraman at AVA convention Aug 1, 1953, is available and will be loaned to AVA members and groups. A small donation is asked to cover cost of film and postage involved. Careful handling and prompt return after showing expected. (2) A group picture of the A.V.A. members present at the convention, also a picture of President Kimmons and 4 members of the Pittsburgh District Token Collectors Group (Black, Eisenberg, Piper and Bartley). Size 4x5, 15¢ each. Size 5x7, 30¢ each. Will pack and mail but please enclose postage. Write -

Harry C. Bartley - 7012 Ohio River Blvd. - Pittsburgh 2, Pa.

ATWOOD'S CHECK LIST of all U.S. Transportation Tokens, complete with supplement. Pages only, unpunched. Price \$3.50 postpaid. Punched for 3-ring binder, \$4 postpaid. Bound copies (plastic spiral binding) available at \$5.00 each, postpaid. 50¢ discount to members.

THE FARE BOX - F.O. Box 1204 - Boston 4, Mass.

#### ADVERTISING RATES

6 lines for \$1.00.  $\frac{1}{2}$  page, \$2.25.  $\frac{1}{4}$  page, \$4.25. Full page, \$7.75.

A.V.A. Members are entitled to 5 lines of advertising free in each issue, and 30% discount on larger amounts of advertising.

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#### CHANGE OF ADDRESS

Roy H. Carpenter - 235 West Quincy Street - Westmont, Illinois

Bus service in Sedalia, Mo., has been discontinued as of June 25, 1953. So it should be safe to conclude that Sedalia's tokens are now obsolete.



Supplement to Atwood's Check List

By Ralph Freiberg

ILLINOIS

Dogtown 220 (reported by Ivan B. Cline)  
DOGTOWN FERRY ROUTE 62

✓ D o A 0v Sd Good One Way on Ferry \$2.00

INDIANA

New Harmony 700 (reported by Ivan B. Cline)  
FITTONS FERRY 70c NEW HARMONY, IND

✓ B o A 25 Sd Good For 70c In Ferriage. 2.00

FITTONS FERRY \$1.00 NEW HARMONY, IND

✓ C o A 25 Sd Good For \$1.00 In Ferriage 2.00

NEW YORK

Moriah 595 (reported by John G. Nicolosi)  
MORIAH PLANK ROAD COMPANY INCORPORATED 1850

✓ A o C1 31 Ch Pass Two Horse Loaded Team G. Sherman Pres-  
/ident. 3.50

CORRECTIONS

1. Indiana 46 M - should have same obverse as 460 S.
2. Michigan 735 E - should be I.T. and not I-T.

MANUFACTURER'S SAMPLE (reported by John G. Nicolosi)

AUTOMATIC KIDDIE RIDE TOKEN

B 20 Sd For Use On Rides Mfd. By The Bert Lane Co. Inc.

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THE OLD FITTONS STEAM FERRY  
By Ivan B. Cline

The old Fittons Ferry was the first steam ferry in the State of Indiana; this was way back in the 1800's. While looking for the New Harmony 700 A tokens I happened to run across a man whose father had worked for the Fittons Ferry when he was a boy. The latter had been dead for over 28 years, so therefore we can assume the ferry must be at least 100 years old. The man said he might be able to find some of the old tokens among his father's belongings. With luck we did find eight of them. These tokens are made of aluminum. Seven of them have 70c In Ferriage on them, and the other one has \$1.00 in Ferriage. This is an entirely different ferry from the one the New Harmony 700 A tokens were used on. Exactly when and how they were used I cannot say, but both are in New Harmony, the second oldest city in Indiana and both ferries have long been discontinued.

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THE FIFTH STREET FERRY TOKENS OF MT. CARMEL, ILL.

The Editor has done some research on these tokens and it develops that the tokens were used until 1947. For how long previous to that remains a mystery, but it is probable they were only used a short time. The company operated only one ferry, and the round trip fare was 70c. Only 200 tokens were struck by the manufacturer, so obviously this token will always be a rarity. Most of those 200 have been lost.

Ivan Cline is still finding some more ferry tokens. Note the one reported for Dogtown this month is oval as the others were oblong. The tokens for New Harmony reported this month are for a different ferry and Cline thinks they may have been used around Civil War days. In listing prices for obsolete tokens it was decided to put a lower price on them in case a quantity should later be found. However in buying these tokens a higher price than listed may have to be paid for them.

Regarding my questions on certain tokens in the last issue. Still no word as to anyone having Mont 660 D although a couple have said it should exist. If it does exist, who has it? No word on any brown one from Ashtabula, Ohio. On token of Petersburg, Va 620 O, this token exists and Dave Jordan has one, so it stays in.

R.K. Frisbee reports a token that he says "What is it?" Is it a transportation token or not? It is aluminum and says "GOOD FOR ONE LOAD" on reverse. If tokens says this, it may have been for the transportation of a load so maybe should be listed. If anyone has any objection to listing such a token, would like to hear about it. Frisbee also reports a 23mm WM token from Bath, Maine. Haven't had time at this writing to check if current, but will list in next issue as may have idea of a price to list. Mort Dawson is trying to get information on a 23mm token from Newport Bus which may have come from Newport, R.I. Don't know yet if this is current or not. R.I. 700 E, listed as obsolete, is being used again, but this company does something new in regard to tokens. As it one time sold 4 for 25¢, it still sells at that price but as fare is 12½¢, when using tokens two are required. A couple years ago it seemed everyone had this token in duplicate. Who could use them up at 6¼¢ fare I don't know. Still no answer from South Bend, Ind., as to plating of tokens. Also have seen silver-plated tokens of Md 770 A and Minn 980 B; if these were plated by the companies I don't know. Springfield, Ill., will go back to token rate of 2 for 25¢ on Oct 12 so tokens marked obsolete may be used again. I am still looking for the zinc one that was bronze-plated so if anyone gets a dupe of this hold for me. I even visited the company in 1951 and got there 3 weeks after they went off tokens before so no tokens available to check.

Many die varieties have been reported for New York City. As tokens have been made by 3 different companies and in a hurry to get tokens for use they were sent without the Y being punched out. Tokens now sent have the Y punched out, and I imagine we might get as many as 50 die varieties of this token eventually. They are used in turnstiles and will be used while fare is anywhere between 10¢ & 25¢.

I hope to be done very shortly in checking all want-lists sent to me. I recently bought a large collection and still have many duplicates. Will check over any want-lists sent to me.

Pa 765 Y (reported September): This token was shown as meeting of Seattle Club and figured it was simply overlooked in listing. However Pittsburgh collectors seem to question it. The token was seen, but we can't know if it's a sample or not. As for my being a dictator in saying what should or shouldn't be listed, my decision is not final; anyone having objection to any token can mention that fact in THE FARE BOX. This applies not only to the Pittsburgh token but to any token listed or not listed in the past.

Check List of Foreign Transportation Tokens

By Rolana v. Atwood

G E R M A N Y

COTTBUS 200 (continued)

				STRASSENBAHN DER STADT COTTBUS (CAR)	
F	B	24	Sd	Dienst-Marke	\$0.25
G	Z	23	Sd	" " (numerals)	.25
H	Z	0c	Sd	" " "	.25
I	Z	24	Sd	" " "	.25
				STRASSEN-BAHN DER STADT COTTBUS	
J	Z	23	Sd	Dienst-Marke (numerals)	.25
K	Z	0c	Sd	" " "	.25

CREFELD 210

				CREFELDER STRASSENBAHN DR-GELD. 15 PFENNIG	
A	o	Z	23	Sd C.S.B. 1917 (female conductor)	.20
				CREFELDER STRASSENBAHN 20 PFENNIG NOTGELD	
B	o	S	24	Ch 1919 (wheel & design)	.20

CUSTRIN 220

				CUSTRINER STRASSENBAHN (ARMS)	
A	A	19	Sd	Gultig Fur Ein Fache Fahrt 5	.35
B	A	23	Sd	" " " " " 10	.35

DOBELIN 225

				DOBELNER STRASSENBAHN (CAR)	
A	B	0c	Sd	Kinder Marke (19mm)	.35
B	WM	0c	Sd	10 (20mm)	.35
C	Z	20	Sd	STRASSENBAHN DOBELIN 10	.20
				10	

DRESDEN 250

				ANDENKEN AN DIE LEIPZIG DRESDENER EISENBAHN	
A	o	T	26	Sd /7 R 8 APRIL 1889	
				Die Bahn Wurde Eroffnet (locomotive)	.75
B	o	A	22	Sd STRASSENBAHN-DRESDEN 20 PFENNIG WERTMARKE	
				Hemd Mit Festen Manschetten Die Auswechselbar	
				/Sind Simplex Gust Tuchler Nachf. Konig Johnn-	
				/str 2	.75
C	o	A	22	Sd Cafe Hulfert Konditorei	.75
D	o	A	22	Sd Lossnitzer Automobil-Haus Mietkraft Wagen	
				/Tel. 949 Kotzschen Broda (automobile)	.75
E	o	A	22	Sd Leset Die Dresdener Volks Zeitung	.75
F	o	A	22	Sd Elektr. Installations Artikel E. Max Haufe	
				/Grossrohrsdorve I Sa.	.75
G	o	A	22	Sd Schumesellschaft Altmarkt Mercedes (monkey)	.75
H	o	A	22	Sd Wettinerstr-Amalienstr. Mara Schuh G.M.B.H.	
				/((kangaroo)	.75
I	o	A	22	Sd Herren-Moden.Kinder-Bekleidungen Esders	
				/Pragerst.	.75
J	o	A	22	Sd Treuhand Bank Fur Sachsen A.G. Ringstr. G464	.75
K	o	A	22	Sd S. Jun Ghitsch Pelze Kl. Plauensche G.11	.75

DRESDEN 250 (continued)

		STRASSENBAHN-DRESDEN 20 PFENNIG WERTMARKE	
L o A	22 Sd	Klischees Thieme Entwurff Reklame	\$0.75
		DRESDENER HAIDEBAHN 10	
M o A	0c Sd	Toll S	.20
		DAMPFESKRAFT EINT NAL UND FERN EHRHARDT P	
N o K	26 Sd	Eröffnung Der Leipzig-Dresdener Eisenbahn /7 U 8 April 1889	.75
		BRUCKEN-MARKE DRESDEN 2 (ENGINE)	
O o B	24 Sd	(bridge)	.20

DUESSELDORF 260

		REHINISCHE BAHN GESSELLSCHAFT DUESSELDORF WERT-	
		/MARKE 50 1924	
A o B	23 Sd	Blondatbrunnen (scene)	.50
B o A	20 Sd	Jan Wellem Denkmal (statue) (10 on obv., not 50)	.50
C o A	17 Sd	" " " " (5 on obv., not 50)	.50

DUISBURG 265

		DUISBURGER VERKEHRSGESELLSCHAFT A.-G.	
A o Z	21 Ch	Nur Gultig Fur Stra. U. Om. Betrieb 10	.20

ERFURT 270

		ERFURTER STRASSENBAHN	
A o Fm	24 Sd	Widerruf Vorbehalten Gut Fur Eine Fahrt	.25

FRANKFURT-ON-MAIN 275

		HAUPT BAHNHOF FRANKFURT A/M	
A o Z	21 Sd	10	.25

FRANKFURT-ON-ODER 280

		FRANKFURTER OMNIBUS (BUS)	
A o K	25 Sd	Fahr-Marke 4	.25
		ELEKTRISCHE STRASSENBAHN FRANKFURT A/O (CAR)	
B o S	24 Pc	Fahrmarke	.25
C o WM	0c Sd	Gultig Fur Postund Telegraphenbeamte	.25
D o S	0c Sd	" " " "	.25
		ELEKTRISCHE STRASSENBAHN (CAR)	
E	WM 0c Pc	Schuler Marke	.25
		FRANKFURTER STRASSENBAHN (CAR)	
F	S 0c Pc	Schuler Marke	.25
G	WM 0c Pc	Arbeiter Marke	.25
H	S 0c Sd	" "	.25

GIESSEN 285

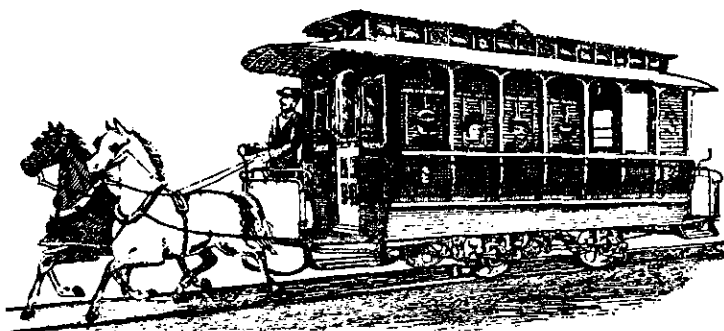
		STADTISCHE STRASSENBAHN GIESSEN (CAR)	
A	S Ob 2 arrows-sc	(same as obverse)	.20
B	E Ob 2 arrows-sc	" " "	.20

# THE FARE BOX

A Monthly News-Letter  
for Collectors of  
Transportation Tokens

Published by the  
American Vecturist  
Association

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VOLUME 7

DECEMBER, 1953

NUMBER 12

As most of our readers are now aware, The Fare Box was forced to delay the December issue because (1) the mimeograph machine broke down again right in the middle of work on the Constitution, and (2) the printer delayed delivery of the necessary letterheads until December 26. Without the latter it was impossible to produce the December issue. The Editor expresses his most profound apology for the delay, but it was beyond his control.

This is the time of year when it becomes necessary once again to mail in the next year's dues of two dollars to the Secretary. Please mail your dues to Mr. Schwartz, whose address is 130 West 42nd Street - New York 36, N.Y.

The article inside this issue regarding applications for membership was the work of Mr. Laflin and should be signed with his name. Unfortunately, there wasn't room to add his name at the bottom.

For some time now it has been apparent that there is need of a new and up-to-date Check List of Foreign Transportation Tokens. The list being run serially in The Fare Box, while adequate as a gap to fill in the heretofore total ignorance of the subject, certainly falls far short of our U.S. list. The foreign list is replete with errors, duplications, and listings of passes and other paraphernalia which shouldn't be included in any fare token list. Mr. Atwood has done monumental work in gathering these listings, but I think it is time to give consideration to the possibility of a completely new foreign list, thoroughly revised, on the order of our U.S. List. It will be a huge undertaking, greater than any one man could handle, but I suggest we of the A.V.A. should begin to think about it. A new list, using the system of listing in the U.S. List, and revised by a competent committee of experts, should be printed in the next two or three years. I am willing, again, to do the mimeographing if there will be some help on the other phases of production. I shall be interested in hearing the opinions of other collectors on this subject.

A MESSAGE FROM THE SECRETARY

I wish to express my gratitude and thanks to the many supporters who have elected me President for the coming 6 months. I shall do my utmost to fulfill my duties to the betterment and advancement of the principles of the A.V.A. now that I have been elected to this post. I have spent a most pleasant term as Secretary in the past year and sincerely hope my successor may also have a similar term. I was greatly perturbed that I was unable to attend the Convention at Pittsburgh, but rain or shine I will be at Evansville next August.

Now that the Christmas season is coming up I also wish to take the liberty of expressing my good wishes to all of you. I just wish that we could all get together by a big Christmas tree and have a jolly good time and talk tokens.

As a last point of interest I would like to hear from each of you with your viewpoints and suggestions that may better our hobby. Let us all get out and try to add more members to the register for the coming year also, eh?

Best wishes,

QUINCY A. LAFLIN  
Secretary, A.V.A.

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Mr. Laflin requests all members to send their 1954 dues to the new Secretary, Mr. Max M. Schwartz - 130 West 42nd St. - New York 36, N.Y.

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THE FIRST OMNIBUS IN ENGLAND

George Shillibeer, a Parisian coachbuilder, introduced the first omnibus into Great Britain. The service opened on July 4, 1829, and ran from Faddington to the Bank of England in London. The fare was one shilling the whole distance, of sixpence from Islington to the Bank. The announcement adds: "The proprietor begs to add, that a person of great respectability attends his vehicle as conductor; and every possible attention will be paid to the accommodation of ladies and children." A token was struck as a souvenir of the opening, which is listed as England 470 AV. It is rather doubtful if it was ever accepted as fare. It is worth considerably more than the listing of \$1.00 in any event, however.

The first street railway was introduced in England by the American, George Francis Train. Birkenhead was the first place to adopt the rail system, on August 30, 1860. Darlington and Staffordshire Potteries followed suit in 1861. Then Train laid tracks from Marble Arch to Notting Hill. Since the Marble Arch appears on the Birkenhead, Darlington, and Staffordshire Potteries tokens, it is possible that such tokens were not issued until after the tram service from Marble Arch was inaugurated (March 23, 1861). The lines were short-lived because the rails, above streetlevel, proved dangerous to ordinary traffic. Mr. Train achieved world fame when he was hired by Tacoma, Wash., to make a trip around the world for publicity, a few years later. It put Tacoma on the map, proved the world could be traversed in fewer than the legendary 80 days, and Mr. Train finally settled down to live in Tacoma for a few years.

PRICES ON TOKENS  
By Ralph Freiberg

Recently I have been asked how prices in the Check List are calculated. Also as to how some tokens seemed common enough but were still priced high and some tokens priced low and very hard to pick up. As for the basing of tokens on prices I would figure like this: 1 to 9 known to exist, \$3.50. \$3.50 is our top price but those where one or two only may exist, any price is liable to be paid. From 10-14, \$2.50. 15-19, \$2.00. 20-29, \$1.00. 30-39, 50¢. 40-50, 25¢; and over that, whatever the rate of fare may be. However it is hard to put a price on an obsolete token. Say an oldie is found and I'm told less than 9 were found. If a price of \$3.50 is put on it right away, and a quantity is found later, then prices collapse. However it is policy to put a lower price on tokens in the beginning in case a quantity should show up in a couple years. However after a token is listed a few years, a better idea of price can be obtained. Another thing we are up against is knowing just how many tokens exist. I would like to get want-lists from everyone just to know who has what and how many exist. I can also sell a lot of tokens but would appreciate want-lists from those even if they do not wish to purchase tokens, just to get an idea of how many exist. Another thing that some may object to is the lowering of prices. I feel where more tokens are found the price should drop accordingly, as well as raised accordingly. Some tokens are priced too low and some too high, as have found this out in breaking up collections in the past year. Some tokens priced 50¢ or more according to the law of averages should have no trouble in selling but it seems everyone has, so some should be dropped to 25¢. For instance in New York State, some tokens priced at 10 or 15¢: 640 E, 770 A B D, 905 F. But how many do have them? Others priced higher seem to be in many collections over the number figured in the pricing ratio, so should be lowered in price. A couple other sleepers in our catalog are Conn 560 H. I doubt if more than 1 or 2 of these exist. This line is now going back on a 2 for 25¢ rate, so anyone having a chance to examine a quantity of these tokens (if old ones are used) please do so. A couple other tokens priced at 15¢ are Ky 670 E & F. Look on everyone's want-list and you'll find them needed. I know who has one steel token and do not know of anyone else having it. As for the brass token, was always under the impression that a certain person had it but now find out he doesn't, so maybe no one has any. So it's possible this token may be dropped if it doesn't exist. Coming back to some of the recent ferry tokens found. Person finding them only reports a certain number of them and is selling them at his own price. As to quantity found, he is perfectly right, but in listing tokens we have to put a price on them for a couple years in case a lot more turn up. One of the first ferry tokens found was listed at 25¢. To my knowledge there are 10 to 14 only in existence. This is Ill 370 A, so price would be at this time in ratio as over \$2.50. However more may be found and then price lowered. However the rarity should now be noted. The fare on the ferry was 50¢ one way and 75¢ round trip, so the token was good for a 50¢ fare. Consequently it should have been priced at fifty cents, and no matter how many were found shouldn't drop below this price. However I doubt if any were offered at \$2.50 at this time, that they would go begging.

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Cleveland is giving a reconstructed replica of one of the original Brill cars to the Edison Institute for exhibit in Greenfield Museum, at Dearborn, Michigan.

For sale at Check List price: Ill 150 A, 2 thick, 3 thin. (2 var.)  
A good trader. Also want one copy of March 1949 Fare Box to complete  
a set of them.

Charles R. Lamb - Long Beach, Washington

I am in the market to buy tokens. If any member want to sell me any,  
please sent me your duplicate lists. I will trade 1 transportation  
token for each dog license tag sent me. Note new address:

John G. Nicolosi - 2579 35th Avenue - Oakland 1, Calif.

2 by 2 Kraft Coin envelopes, 24¢ per 100 postpaid. 7/8 by 1 6/8  
cellophane coin envelopes, 40¢ per 100 postpaid. Sample on request.

Claude G. Thompson - 2445 Aldrich Ave. - So. Minneapolis 5, Minn.

For sale - last 6 of scarce Conn 290 I at 50¢ each. One of each of  
the following: Conn 290 J, 50¢; Conn 345 B, 75¢; Fla 380 M, 50¢;  
N.C. 290 C, 25¢; N.C. 670 A, 50¢.

Morton E. Dawson - 285 Price Blvd. - West Hartford 10, Conn.

For sale at catalogue prices: Texas 255 F, 565 A, 760 A; Mo 910 K;  
Ill 530 B A, Calif 835 D E; Minn 180 A, 245 A, 540 K X, 510 C F, 820  
B C D; S.D. 10 A B C; N.J. 885 A; Ga 50 A, 240 A E, 920 A, 540 A B,  
70 A; Maverick #31; Alaska 50 A B, 450 A H; Calif 925 A (15¢); Okla  
770 A, 330 D, 860 A B C F; Okla 570 A 700 C, 10 A, 280 C, 320 A. Also  
Ala 220 B C H, 560 C F, 570 B; Ark 720 A, Calif 125 A C, 445 A B, 275  
D, 450 I, 545 A, 745 B C D E F, 785 B, 810 B, 775 D E I; Colo 120 A,  
260 B D, 60 B, 300 D, 440 E F, 340 B C; Conn 305 G H, 520 C, 320 A C  
D, 290 K, 525 E, 560 A; Fla 290 A, 380 A B O, 520 B, 610 F, 690 B,  
710 B, 880 A B C; Ga 580 B; Idaho 440 K L; 860 A; Ill 25 A, 130 A,  
135 A B.

Kenneth Smith - 1212 West 92nd St. - Los Angeles 44, Calif.

I have a very few of the rare 5th Street Ferry tokens of Mt. Carmel,  
Ill 600 B, at one dollar (\$1.00) each, postpaid. Cash or trade.

John M. Coffee, Jr. - P.O. Box 1204 - Boston 4, Mass.

#### CHANGE OF ADDRESS

Bertha M. Foster - 29 East Rittenhouse Street - Philadelphia 44, Pa.

John G. Nicolosi - 2579 35th Avenue - Oakland 1, Calif.

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The Constitution and By-Laws of the American Vecturist Association that was adopted by the 1953 Convention at Pittsburgh and which have recently been approved by the Executive Board, provides for a new method of passing on applications for membership. Instead of such candidates being passed on by the Executive Board, they will in the future be considered by the entire membership, who will receive appropriate notice of such applications through The Fare Box.

The Following applications for membership, together with the application forms, admission fees and dues, have been received by the Secretary. If no written objection to such admission be received by the Secretary by January 1, 1954, the applicants shall be admitted to membership on January 10, 1954. (Editor's note: in view of the tardiness of this issue, I suggest we move both dates up by ten days.)

159..L. A. Hensley - 1616 Spencer Street - Omaha 8, Nebraska

Age 60. Coin & Stamp Dealer. Size of collection unknown.

160..Walter J. Vredenburg - 4119 Dressel Avenue - St. Louis 20, Mo.

Age 55. Architect. Size of collection unknown.

161..Frank Simons - 178 Hall Street - Brooklyn, N.Y.

Age 55. Research Worker. Size of collection, 100.



## SECRETARY'S REPORT FOR 1953 (condensed)

Fourth and final report for 1953.

Applications from Abe Marks, Alfred J. Ferraro, and Edward P.F. Eagan, received on 8/28, 8/28, and 9/8, respectively. Cards sent on 10/21. Six dollars received in addition to applications from these 3 applicants. Amount forwarded to the Treasurer. I am holding one applicant and one reinstatement that I am forwarding to my successor in the post of Secretary, which amount to \$5.00, which will start his booking for 1954, along with future dues money. Above three applicants each paid \$1 initiation and \$1 dues for 2nd half of 1953.

Final Report breakdown for 1953.

I have taken in \$232.00 and disbursed to the Treasurer in the year 1953 this sum. Following I shall break down the dues, fees, and membership for 1953 to constitute my final report: First Report, 86 members 0 \$172.00. Second Report, 19 members - \$38.00. Third Report, 6 members - \$16.00. Fourth Report, 3 members, \$6.00. Final Report, 114 members - \$232.00. 111 members - \$222.00 (\$2 each). 3 members applying in 2nd half of year - \$3.00 (\$1 each). 7 applicants - \$7.00 (\$1 each). Total, 114 members - \$232.00.

I must add that 3 members paid their dues early in December 1952, and were entered in the 1952 report but were carried through for 1953, so we really have a total of 117 members that paid their dues for 1953. These 3 were applicants also, so we really added 10 members to our list instead of 7 as listed above.

I have taken in no other monies during the past year or that have passed through my hands as Secretary of the A.V.A. Monies obtained by sale of Check Lists, Fare Box, Auctions, etc., have been handled by the parties in charge and do not appear in my records. I did receive \$5.00 in payment of membership cards which I personally handled and paid for, the remainder of which shall be forwarded to my successor along with other material belonging to the A.V.A. that I hold and which are necessary to the duties of my successor.

I trust that this report, being my final one as Secretary of the A.V.A., meets with the approval of all concerned. I have taken pride in my work as Secretary of the A.V.A. in the past 2 years and I sincerely hope that it continues to grow in the future. If my reports are acceptable, and this association sees favorable, I would like to donate what time I have spent in the past year along with materials I have used to dispense with my duties as Secretary of the A.V.A. to the betterment and advancement of our hobby.

Respectfully submitted,

QUINCY A. LAFLIN  
Secretary.

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United Traction Co. of Albany, N.Y., has increased fare to 15 cents in Albany, Troy, and Rensselaer and has boosted suburban rates by 5 to 10 cents. Tokens discontinued....New fares in Frankfort, Ky., are 15¢ for adults, 10¢ for children, no transfers; all tokens discontinued....Cheyenne fares have gone up from 10¢ to 15¢ or 5 for 65¢. Student fares went up from 5¢ to 10¢....Austin City Bus Lines (Minnesota) has asked to abandon operations; too many autos in town.

To the Executive Board Members of the American Vecturist Assn (11/29):

Gentlemen:

This will perhaps be my last letter to you in an official capacity. I would therefore like to clean up all business of this Association to date. First of all, I wish to tell you that the recent proposition submitted to you concerning time and place of our 1954 convention was accepted by all of you. Our meeting will be held at Evansville, Indiana, beginning of August 7, 1954.

The Editor of The Fare Box, Mr. Coffee, has sent me his operating report which includes July and August issues, as you can see, The Fare Box is running in the red: Receipts \$65.92, as follows: (1) Cash on hand, July 1, \$5.92. (2) From AVA Treasurer, \$56.00. (3) Advertising, \$1. (4) Paid subscription, \$2.00. Expenditures \$70.20, as follows: (1) Stencils, \$10.10. (2) Rubber stamps, \$8.30. (3) Half of box rent, \$6.00. (4) Paper, Sept & Oct, \$4.00. (5) Postage for 4 issues, \$13.80. (6) Envelopes, July & August, \$2.00. (7) Mimeographing of July & August issues, \$26.00.

Paper and stencils have again gone up in price. I advised Mr. Coffee to have the rubber stamps made some time ago, and use plain envelopes, instead of having them printed. Mr. Coffee estimates that for the remainder of the year, he will need about \$25, for postage, envelopes, paper, and ink, plus the cost of running off our new Constitution and By-Laws. Since Mr. Coffee has covered the deficit of \$4.28 from his personal funds, I have authorized the Treasurer to forward Mr. Coffee a check for the estimated \$25.00.

I have received another letter from Mr. Coffee informing me that he has run out of mastheads for The Fare Box, and does not have enough to run off the December issue. One thousand of these cost \$16.25. Since the new officers will not take office till January 1, and Mr. Coffee needs these mastheads at once, I am authorizing the Treasurer to forward to Mr. Coffee a check for the above amount.

Our Secretary, Mr. Laflin, also received notice of this Association's dues in the A.N.A. for 1954. Mr. Laflin forwarded this to the newly elected Secretary, Mr. Schwartz. Mr. Schwartz paid these dues from his personal account. I have authorized the Treasurer to forward a check for \$5.00 to Mr. Schwartz to reimburse him.

I have also received a final report from our Secretary, Mr. Laflin. This report is very complete, a copy of which has been sent to Mr. Coffee. My congratulations to Mr. Laflin for his splendid and up-to-date report.

The Secretary has received an additional application for membership, and one for reinstatement, but since both of these gentlemen have requested that their applications become effective January 1, 1954, their names will be submitted by the new Board.

Gentlemen, this, I believe, concludes all business pertaining to this Association. In closing I wish to express my sincere thanks to each of you on your splendid cooperation in the many propositions submitted to you for the past two years. It has been a pleasure to work in such harmony; while we have had quite a bit of ups and downs, I feel that we have accomplished quite a bit, and have a more friendly organization; it has grown in membership, and will continue to grow under Mr. Laflin's leadership. To those of you who have been elected officers for 1954, I offer my sincere congratulations. I know that you will do a grand job. To each of you, and to each of our members and their families, I want to wish a most pleasant and happy and joyous Christmas, and may the New Year bring you good health and prosperity, and many of those scarce 'vectures' for your collections.

- Fraternally yours, EROY L. KIMMONS

Supplement to the Atwood Check List

By Ralph Freiberg

ALABAMA

Prichard 680 (reported by David H. Smith)

MORGAN BUS SERVICE

✓ A A 23 Sd (blank) \$0.10

INDIANA

South Bend 860 (reported by Chris J. Cook)

NORTHERN INDIANA TRANSIT, INC. (BUS)

✓ L Bz 23 Bar Good For One Adult Fare (bus) .20

KENTUCKY

Louisville 510 (reported by Eroy L. Kimmons)

BLUE MOTOR COACH LINES SCHOOL TOKEN

✓ ER B 24 Sd (same as obverse)(Sc) .10

MAINE

Bath 80 (reported by R. K. Frisbee)

BATH BUS SERVICE BATH, MAINE

✓ A WM 23 B Good For One Fare .10

NEW YORK

Moriah 595 (reported by Max H. Schwartz)

MORIAH PLANK ROAD COMPANY INCORPORATED 1850

B o Ve 31 Ch Pass Two Horse Loaded Team G. Sherman  
/President

3.50

RHODE ISLAND

Newport 520 (reported by Morton Dawson)

NEWPORT BUS CO.

H WM 23 N Good For One Fare .15

I WM 16 N " " " " .15

PORTO RICO

San Juan 640 (reported by John G. Nicolosi)

P R T A PRTA

✓ E B 16 Ball Good For One Fare PRTA .15

CORRECTIONS

✓ Indiana 330 F - This token has Bar, not Ball.

Kentucky 480 A - Whoever has this token please check, as I believe this should be listed as a light Brass and not white metal. But correction will be held up in case any White Metal examples of it exist.

✓ Pennsylvania 765 S - Add "1885" to Reverse.

Philippine Islands 500 B - reads MANILA ELEC. CO. on obverse.

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On November 28, Twin City Rapid Transit in Minneapolis converted 4 streetcar lines to buses, leaving only 5 car lines left in the city ....Fares in Tacoma, Wash., have gone up to 20¢ cash, 3 tokens for 50¢....Detroit plans to substitute gas-burners for streetcars on the city's oldest car line, Jefferson. Horsecars started on the line on August 3, 1863, it converted to electricity on August 22, 1892.... Chicago continues the dirge by removing trolleys from Madison Street, which has had rail transit for 94 years; this is the forty-third car line that CTA has ended since it took over in 1947--something of a record.

## RALPH FREIBERG'S COLUMN

The token listed under Prichard, Ala., could almost be called from a couple of places. There are two bus routes, one from Prichard to Eight Mile and the other from Prichard to Chickasaw. These little towns are just on the outskirts of Mobile. As for the token mentioned last month about Good For One Load, I have letters from other collectors that they do not think it should be listed as they had heard it was good for the transportation of freight. Also in regard to getting letters from certain companies and relying on their statements: in one letter a collector may be told something and someone else something entirely different, so in some cases good arguments can be had saying such and such is not so. However sometimes in asking companies about tokens they will deny even having the tokens, and in one recent case, after being told several times they never had or had even seen such a token, another collector went and got on one of the buses and bought a quantity of the token he was looking for. So in asking companies for certain metals and sizes they may not realize what you want. An example of this, which I mentioned a while back, is the token used in Illinois listed as Pana. These tokens were used in several cities at the same time so used in Edwardsville, Lawrenceville, Metropolis, Mt. Carmel, Pana and Shelbyville, all in Illinois. It seems that Mt. Carmel reverted to other ownership and the person taking over came across some plated ones so told one collector that he believed some school kids plated them. However have a letter from Mt. Carmel that he believed they were used for some special purpose and were plated by some lodge outfit. So right here we have 2 different stories. If plated by school kids for a lark they shouldn't be listed, but if used for a special purpose they should be listed. The white metal token listed under Pana, Ill 665 B, was obtained from Mt. Carmel and for this reason I think it should be deleted as I believe it is one of the plated ones. The plating done was a different kind from other platings and looks like a mercury plating. So in looking over everyone's want list that was sent to me and finding everyone still needing it at this time, I think the person reporting such a token might be mistaken. I also have some tokens reported from Flint, Mich., which were plated but have been informed that these were turned up some years back and later deleted as samples. Also have had a letter from Ed Levy regarding the United Railways Co. item which he mentioned in the March issue. Previously before I was the New Issue Editor I told him that it was an identification badge worn by men working for the company and like all badges or passes belonging to men of the company they were shown in getting on the streetcars. These badges were never surrendered in getting on cars but remained in possession of person owning it. When quitting company and not having the badge they had to pay \$5 or so out of their final check. Seems practice now is to have cards in their wallets and show these. Some of these cards have pictures attached. It is claimed there are a lot of items listed in our check list that shouldn't be there. Someday some of them may be dropped but right now I am spending my time trying to find out if there is such a token. Some of this will take a little time. Have been kind of tied up in checking a quantity of tokens as I have bought 3 large collections during the past year, so have added a lot of items to my own collection. Will be checking over this last collection for a couple of months to come, so to those I owe letters to, have a little patience as I'll get around to them. Have a few things I have neglected to do so want to spend a little time in checking this last collection before I leave some varieties go before I know what is what.

Check List of Foreign Transportation Tokens

By Rolando C. Aguila

G E R M A N Y

GERA 300

				GERAER STRASSENBAHN ACTIEN GESELLSCHAFT (CAR)	
A	A	Oc	Sd	Gut Fur 10 Pfennig (no numerals on obverse)	\$0.25
B	A	Oc	Sd	" " " " (numerals I to V on obv.)	.25
C	B	Oc	Sd	Gultig Fur 1 Fahrt (III on obverse)	.25
				GERAER STRASSENBAHN 2½	
D	S	Sq	Sd	Gut Fur 5 Pfennig	.25

GORLITZ 325

				ELEKTRISCHE STRASSENBAHN GORLITZ (CAR)	
A	o	S	24 Sd	Fahr-Marke	.50
B	o	S	19 Sd	Fahrmarke Fur Kinder	.50
C	o	S	Oc Sd	Gultig Fur Post Und Telegraphenbeamte (23mm)	.25
D	o	B	22 Sd	Gultig Fur 10 Pfennig	.25
E	o	B	Oc Sd	Gut Fur 5 Pfennig	.25

GREIFSWALD 335

				OMNIBUS VERKEHR GREIFSWALD	
A	A	23	Sd	(Seal)	.20

GUBEN 350

				ELEKTRISCHE STRASSENBAHN GUBEN	
A	A	20	Sd	Zahl-Marke	.25
B	A	Oc	Sd	"	.25

HAGEN 360

				HAGENER STRASSENBAHN	
A	S	21	Oh	Gut Fur ½ Fahrt 10	.20

HALBERSTADT 370

				STRASS-BAHN HALBERSTADT (CREST)	
A	A	Sq	Sq-sc	Fahrmarke Gultig Fur Eine Fahrt	.20

HALLE 375

				HALLE STRASSENBAHN (STARS & CRESCENT)	
A	F1	24	Sd	10 Pf.	.35
B	F1	27	Sd	20 Pf.	.35
				HALLE STRASSENBAHN	
C	WM	21	Sd	Kindermarke	.35
D	A	21	Sd	" (2 die varieties)	.35
				STADBAHN HALLE KINDERMARKE	
E	B	23	Sd	(same as obverse)	.35
				STRASSENBAHN HALLE FREIFAHRT FUR POST-UND BEAMTE	
F	S	Ob	Ch	(same as obverse)	.35
				STRASSENBAHN HALLE BEAMTEMARKE	
G	S	Oc	Sd	(same as obverse)	.35

HAMBURG 400

				HOCHBAHN HAMBURG 40 (Brown Clay)	
A	C1	26	Sd	(nude child)	.50
B	C1	27	Sd	" "	.50
				HOCHBAHN HAMBURG 40 (SWAN)	
C	S	Sq	Sd	20	.25
D	S	Hx	Sd	30	.25

HAMBURG 400 (continued)

E	K	34	Sd	THOR--SPERRE (castle)	\$0.25
F	B	20	Sd	P. GALL (ferry token) (blank)	.25

HESSEN 425

				H.D.A.G.	
A	E	24	Sd	Faehrmarke	.25
B	B	23	Sd	Faehrzeichen	.25

HILDESHEIM 450

				STRASSENBAHN HILDESHEIM (CAR)	
A	o A	Hx	Sd	(same as obverse)	.25
B	A	22	Ch	" " "	.25
				STADT. STRASSENBAHN HILDESHEIM (CAR)	
C	A	Ov	Tr-sc	Stadt. Strassenbahn Du End-Marke Hildesheim	.25
D	A	Ov	Tr-sc	(same as obverse)	.50

HOF 475

				STRASSENBAHN HOF ZAHLMARKE	
A	A	22	Ch	(same as obverse)	.25

KIEL 500

				K.D.D.P.D.F. KIEL (KORSOR)	
A	WM	28	Sd	(crest)	.25

LIEGNITZ 525

				ELECTRISCHE STRASSENBAHN LIEGNITZ (CAR)	
A	A	Hx	Sd	(same as obverse)	.25

LEIPZIG 550

				STRASSENBAHN LEIPZIG 30	
A	S	23	Sd	(arms)	.20
F	Z	23	Sd	"	.20
C	F1	23	Sd	"	.25
D	B	23	Sd	"	.50
				ANDENKEN AN DIE SACHSIESCH BAYERISCHE EISENBAHN /(WHEEL)	
E	o T	26	Sd	Von Leipzig Bis Altenburg Eroffnet An 19 Septbr. /1842	.75
				DAMPFESKRAFT EINT NAH UND FERN (LOCOMOTIVE)	
F	o Pt	26	Sd	Eroeffnung Der Leipzig - Dresdener Eisenbahn /7.U.8. April 1839	.75

LIBAUER 575

				LIBAUER STRASSENBAHN 3 K	
A	o B	24	Sd	(blank)	.25

LICHTENFELS 600

				STADTGEMEINDE LICHTENFELS 20 PFENNIG	
A	A	24	Sd	Bambergertor	.25
B	A	24	Sd	"	.25
C	A	24	Sd	Fachschule F. Korbelech Terei (building)	.25

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1. The first part of the document discusses the importance of maintaining accurate records of all transactions and activities. It emphasizes that this is crucial for ensuring transparency and accountability in the organization's operations.

2. The second part of the document outlines the various methods and tools used to collect and analyze data. It highlights the need for a systematic approach to data collection and the importance of using reliable sources of information.

3. The third part of the document describes the process of identifying and addressing potential risks and challenges. It stresses the importance of proactive risk management and the need to develop effective strategies to mitigate potential threats.

4. The fourth part of the document discusses the role of communication and collaboration in achieving the organization's goals. It emphasizes the importance of clear communication and the need for all team members to work together effectively.

5. The fifth part of the document outlines the various metrics and indicators used to measure the organization's performance. It highlights the need for a balanced scorecard approach that takes into account both financial and non-financial factors.

6. The sixth part of the document describes the process of reviewing and evaluating the organization's progress. It stresses the importance of regular reviews and the need to make adjustments as needed to stay on track.

7. The seventh part of the document discusses the importance of continuous improvement and the need to seek out new opportunities for growth and innovation. It emphasizes the importance of a culture of learning and the need to embrace change.

8. The eighth part of the document outlines the various challenges and obstacles that the organization may face. It highlights the need for a strong leadership team and the importance of having a clear vision and mission statement.

9. The ninth part of the document discusses the importance of maintaining a strong relationship with stakeholders and the need to communicate effectively with all parties involved. It emphasizes the importance of transparency and the need to be open to feedback.

10. The tenth part of the document outlines the various steps and actions that need to be taken to implement the organization's strategy. It stresses the importance of a detailed plan and the need to monitor progress closely.